# **NACO**matic

Effective: 23-Sep-2010 Expires: 21-Oct-2010



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## INSTRUMENT APPROACH PROCEDURE CHARTS

# AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME

NAME ARCATA-EURE	ALTERNATE MINIMUMS
	ILS Rwy 32 <sup>13</sup> ILS or LOC/DME Rwy 32 <sup>23</sup> RNAV (GPS) Rwy 14 <sup>35</sup> RNAV (GPS) Rwy 32 <sup>35</sup> RNAV (GPS) Rwy 32 <sup>35</sup> VOR/DME Rwy 14 <sup>35</sup>
<sup>4</sup> Categories A, E	weather not available.  3, 1000-2½; Category C, gory D, 1000-3.  10-2¼.
	RNAV (GPS) Rwy 7 yeather not available.
¹Categories A,B	RA RGNL LDA/DME Rwy 16 <sup>1</sup> RNAV (GPS) Y Rwy 12 <sup>23</sup> RNAV (GPS) Z Rwy 12 <sup>24</sup> VOR or GPS-A,3300-3 <sup>5</sup> VOR/DME or GPS-B <sup>6</sup> , 2300-2; Categories C,D,
<sup>3</sup> Categories A, E <sup>4</sup> Categories A, E <sup>5</sup> NA when Bisho available.	weather not available. 3 2500-2; Category C, 2500-3. 3, 2300-2; Category C, 2300-3. p altimeter setting not , 3200-2; Categories C,D,
CHICO, CA	

CONCORD, CA  BUCHANAN FIELDLDA Rwy 19R  RNAV (GPS) Rwy 19R¹  NA when control tower closed.  ¹Categories A, B, 1000-2; Categories C,D,  1000-3.
CRESCENT CITY, CA  JACK MC NAMARA  FIELD
DAVIS WOODLAND WINTERS, CA YOLO COUNTYRNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34 NA when local weather not available.
FRESNO, CA FRESNO YOSEMITE INTL ILS or LOC/DME Rwy 29R LOC Rwy 11L VOR/DME or TACAN Rwy 11L VOR/DME or TACAN Rwy 29R Category E, 900-2¾.
HANFORD, CA HANFORD MUNI RNAV (GPS) Rwy 32 RNAV (GPS)-A VOR-A NA when local weather not available.

ALTERNATE MINIMUMS

CHICO, CA

CHICO MUNI ......VOR/DME Rwy 13L VOR/DME Rwy 31R

NA when control tower closed except for operators with approved weather reporting service.

HAYWARD, CA HAYWARD

HAYWARD EXECUTIVE ......LOC/DME Rwy 28L<sup>1</sup> RNAV (GPS) Y Rwy 28L<sup>2</sup>

RNAV (GPS) Y Rwy 28L<sup>2</sup> RNAV (GPS) Z Rwy 28L<sup>2</sup> VOR or GPS-A<sup>3</sup>

VOR or G

NA when control tower closed.

<sup>2</sup>NA when local weather not available.

 $^3Category\ C,\ 800\text{-}21/\!\!\!/_4;\ Category\ D,\ 800\text{-}21/\!\!\!/_2.$ 

HOLLISTER, CA

HOLLISTER MUNI ...... RNAV (GPS) Rwy 31 NA when local weather not available.







# ALTERNATE MINS



NAME	ALTERNATE MINIMUMS	NAME	AL <sup>-</sup>
LINCOLN, CA		MONTEREY, CA	
LINCOLN RGNL/K	ARL	MONTEREY	
HARDER FIELD	RNAV (GPS) Rwy 15	PENINSULA	I
	RNAV (GPS) Rwy 33		
NA when local we	ather not available.		
			RN
LIVERMORE, CA			RI
LIVEDMODE MUN	II C Duny 25D1	1NIA when control to	

LIVERMORE MUNI ..... ILS Rwy 25R1 RNAV (GPS) Rwv 25R

Category D. 800-21/4.

<sup>1</sup>NA when control tower closed.

MADERA, CA

MADERA MUNI ..... RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 NA when local weather not available.

MAMMOTH LAKES. CA

MAMMOTHYOSEMITE ..... RNAV (GPS) Rwy 27 Categories A, B, 1300-2; Category C, 1300-3.

MARYSVILLE, CA

YUBA COUNTY ..... RNAV (GPS) Rwy 14 RNAV (GPS) Rwv 32

NA when local weather not available.

MERCED, CA

 $\frac{8}{3}$ 

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CASTLE ..... ILS or LOC/DME Rwy 31 RNAV (GPS) Rwv 13 RNAV (GPS) Rwy 31 VOR/DME Rwy 31

NA when local weather not available.

MERCED RGNL/MACREADY

FIELD ......ILS or LOC Rwy 301 LOC BC Rwy 121 RNAV (GPS) Rwy 30<sup>2</sup> VOR Rwy 30<sup>2</sup>

<sup>1</sup>NA when class E airspace not in effect. <sup>2</sup>NA when local weather not available.

#### MODESTO, CA

MODESTO CITY-COUNTY-HARRY SHAM FIELD ...... ILS or LOC/DME Rwv 28R1 RNAV (GPS) Rwy 28R

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

TERNATE MINIMUMS

ILS or LOC Rwy 10R12 LOC/DME Rwv 28L13 RNAV (GPS) Rwv 10L4

NAV (GPS) Y Rwy 10R5 NAV (GPS) Y Rwy 28L6

<sup>1</sup>NA when control tower closed.

2ILS, Categories A,B,C, 800-2; Category D, 900-234. LOC, Category D, 900-234.

3Categories A,B, 1500-2, Categories C,D, 1500-3.

<sup>4</sup>Categories A,B, 1100-2.

5Category D 900-2¾.

<sup>6</sup>Categories A. B. 1400-2: Category C. 1400-3.

NAPA. CA

NAPA COUNTY ...... LOC Rwy 36L1 RNAV (GPS) Y Rwv 36L23 RNAV (GPS) Z Rwv 36L34 VOR Rwv 65

<sup>1</sup>NA when control tower closed; Category D. 1200-3.

<sup>2</sup>Categories A, B, 1600-2; Categories C, D, 1600-3.

<sup>3</sup>NA when local weather not available

<sup>4</sup>Category C, 900-23/4; Category D, 1200-3. <sup>5</sup>Category D, 1300-3.

PALO ALTO, CA

PALO ALTO AIRPORT OF SANTA CLARA COUNTY .... VOR/DME Rwv 31 NA when control tower closed.

REDBLUFF, CA

RED BLUFF MUNI ...... RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33 VOR Rwy 33 VOR/DME Rwy 15

NA when local weather not available.

#### REDDING, CA

REDDING MUNI ..... ILS or LOC/DME Rwy 3413 LOC/DME BC Rwy 1623 RNAV (GPS) Rwv 343 VOR Rwy 344

<sup>1</sup>ILS, Categories A, B, C, 700-2; Category E, 900-3. LOC, Category E, 900-3.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category C. 800-21/4; Category D. 800-21/2.





NAME SAN JOSE, CA

NORMAN Y MINETA

SANTA ROSA, CA

STOCKTON, CA

STOCKTON

CHARLES M. SCHULTZ-

ILS, Categories C,D, 700-2.

SOUTH LAKE TAHOE, CA

NA when control tower closed.

<sup>1</sup>NA when control tower closed <sup>2</sup>NA when local weather not available.

ALTERNATE MINS

EXECUTIVE ..... ILS or LOC Rwv 2

SACRAMENTO INTL ..... ILS or LOC Rwv 34L

MATHER ..... ILS or LOC/DME Rwy 22L

<sup>5</sup>Category B, 1000-2; Category C, 1100-3;

Category D, 1300-3.

**ALTERNATE MINS** 

NA when local weather not available.

NA when local weather not available.

NA when control tower closed.

<sup>1</sup>Category D. 800-21/4.

Category E. 800-21/2.

SACRAMENTO

SALINAS, CA

SACRAMENTO, CA

SACRAMENTO

ALTERNATE MINIMUMS

RNAV (GPS) Rwv 2

RNAV (GPS) Rwv 16L

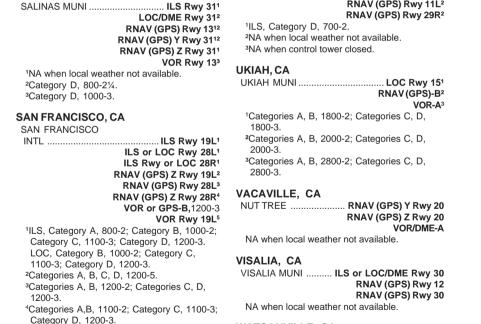
RNAV (GPS) Rwy 16R

RNAV (GPS) Rwy 34L

RNAV (GPS) Rwv 34R1

VOR Rwv 2

NAME



WATSONVILLE, CA

<sup>1</sup>Category D, 800-21/4.

1200-3.



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NDB-B1

SW-2

RNAV (GPS) Rwv 2 VOR/DME-A2

WATSONVILLE MUNI ..... LOC Rwy 2

NA when local weather not available.

<sup>2</sup>Categories A, B, 1200-2; Categories C, D,

ALTERNATE MINIMUMS

ILS or LOC/DME Rwv 30L1

RNAV (GPS) Y Rwv 30L2

RNAV (GPS) Rwy 11L2

VOR Rwv 12R1

SAN JOSE INTL ..... ILS or LOC Rwy 12R1

SONOMA COUNTY ......ILS or LOC Rwy 32

LAKETAHOE ...... VOR/DME or GPS-A,2600-5

METROPOLITAN ...... ILS or LOC Rwy 29R123

#### INSTRUMENT APPROACH PROCEDURE CHARTS

# A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS	NAME ALTERNATE MINIMUMS
BAKERSFIELD, CA  MEADOWS FIELD ILS or LOC/DME Rwy 30R¹  RNAV (GPS) Rwy 12L	CHINO, CA CHINOILS or LOC Rwy 26R NA when control tower closed.
RNAV (GPS) Rwy 30R VOR/DME Rwy 30R¹ NA when local weather not available. ¹NA when control tower closed.	DAGGETT, CA  BARSTOW-DAGGETT RNAV (GPS) Rwy 22¹ RNAV (GPS) Rwy 26¹ VOR or TACAN Rwy 22²
BLYTHE, CA BLYTHERNAV (GPS) Rwy 26 VOR/DME-A VOR/DME Rwy 26 Category D, 900-23/4.	NA when local weather not available.  ¹Category B, 900-2; Category C, 1000-2¾; Category D, 1000-3.  ²Categories A, B, 1700-2; Categories C, D, 1700-3.
BURBANK,CA	EL MONTE, CA
BOB HOPE ILS or LOC Z Rwy 8¹ LOC Y Rwy 8² RNAV (GPS) Y Rwy 8² VOR Rwy 8³ ¹Category D, 700-2.	ELMONTE
<sup>2</sup> Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾. <sup>3</sup> Category D, 900-3.	<sup>2</sup> Categories A,B, 1100-2. <b>FULLERTON, CA</b>
CAMARILLO, CA	FULLERTON MUNI LOC/DME Rwy 241 VOR-A2
CAMARILLO	<sup>1</sup> NA when control tower closed. <sup>2</sup> Categories A,B, 1500-2.
VOR Rwy 26 <sup>2</sup>	
<sup>1</sup> NA when local weather not available.	JACK NORTHROP FIELD/
<sup>2</sup> Categories A, B, 1100-2; Category C, 1100-3.	HAWTHORNE MUNI LOC Rwy 25 VOR Rwy 25
CARLSBAD, CA	NA when control tower closed.
MC CLELLAN-	NA when local weather not available.
PALOMARILS or LOC Rwy 24 <sup>12</sup>	LA VERNE CA
RNAV (GPS) Rwy 243 VOR-A4	LA VERNE, CA BRACKETT FIELD ILS Rwy 26L
<sup>1</sup> NA when control tower closed. <sup>2</sup> ILS, Categories A,B,700-2; Category C,	LOC Rwy 26L VOR or GPS-A1
800-2¼. LOC, Category C 800-2¼.	NA when control tower closed.

<sup>1</sup>Category C, 800-21/4.



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<sup>4</sup>Categories A,B, 1000-2; Category C, 1000-3.

3Category D, 800-21/4.



## ALTERNATE MINS

NAME ALTERNATE MINIMUMS

LANCASTER, CA GENERAL WILLIAM J. FOX

AIRFIELD......VOR-B1 RNAV (GPS) Rwv 62

RNAV (GPS) Rwv 242

<sup>1</sup>Categories A.B. 1000-2: Categories C.D. 1000-3

<sup>2</sup>NA when local weather not available.

## LOMPOC.CA

LOMPOC ..... RNAV (GPS) Rwv 251 VOR/DMF-A2 <sup>1</sup>NA when local weather not available.

<sup>2</sup>Categories A,B, 900-2.

#### LONG BEACH, CA

LONG BEACH(DAUGHERTY

FIELD) .....ILS or LOC Rwy 3012 RNAV (GPS) Z Rwy 303

VOR or TACAN Rwy 3014 <sup>1</sup>NA when control tower closed.

2ILS, Categories A,B, 900-2; Category C,

900-21/2; Category D, 900-23/4. LOC, Categories A,B, 900-2, Category C, 900-21/2;

Category D, 900-234. 3Categories A,B, 900-21/4; Category C, 900-21/2;

Category D, 900-23/4. <sup>4</sup>Categories A,B, 900-2; Category C, 900-21/2;

Category D, 900-23/4.

## LOS ANGELES. CA

WHITEMAN ...... VOR-A Categories A.B., 900-2; Category C, 900-21/2.

NA when control tower closed.

NEEDLES. CA

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NEEDLES ......VOR-A Category D, 800-21/2.

OCEANSIDE, CA

OCEANSIDE MUNI ......VOR-A Categories A,B, 1200-2.

ONTARIO, CA

ONTARIO INTL ..... RNAV (GPS) Y Rwy 8L RNAV (GPS) Y Rwy 26L

RNAV (GPS) Y Rwy 26R

NA when local weather not available.

OXNARD, CA

ONTARIO INTL .....ILS Rwy 251 LOC Rwy 251

RNAV (GPS) Rwy 25

NA when local weather not available.

<sup>1</sup>NA when control tower closed

**ALTERNATE MINS** 

ALTERNATE MINIMUMS NAME PALM SPRINGS, CA

JACQUELINE COCHRAN

RGNL VOR-A

NA when control tower closed

Categories A.B. 1300-2: Categories C.D. 1300-3

PALM SPRINGS

INTL ......VOR or GPS-B Categories A.B. 1900-2: Categories C.D.

1900-3.

## PALMDALE, CA

PALMDALE RGNL/

USAF PLANT 42 .. VOR/DME or TACAN Rwy 25 NA when local weather not available.

PASO ROBLES, CA

PASO ROBLES MUNI ...... RNAV (GPS) Rwy 19 **VOR/DME Rwv 19** VOR/DME-B

Category D, 800-21/4.

#### RAMONA, CA

RAMONA .....RNAV (GPS)-B1 RNAV (GPS) Rwy 92 VOR/DMF-A3

NA when local weather not available.

<sup>1</sup>Categories A.B. 1400-2: Category C. 1400-3.

<sup>2</sup>Categories A, B, 900-2; Category C, 900-21/2.

<sup>3</sup>Categories A,B 1200-2; Category C, 1200-3.

RIVERSIDE, CA

RIVERSIDE MUNI .....ILS or LOC Rwy 912 RNAV (GPS) Rwy 934

RNAV (GPS) Rwy 275 VOR-A<sup>36</sup> VOR-B37

VOR Rwv 935

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS,LOC, Category C, 900-21/4; Category D, 900-21/2.

<sup>3</sup>NA when local weather not available. <sup>4</sup>Categories A. B. 1000-2: Categories C. D.

1000-3.

<sup>5</sup>Categories A, B, 1300-2; Categories C, D,

<sup>6</sup>Categories A, B, 1500-2; Categories C, D,

<sup>7</sup>Categories A, B, 1200-2; Categories C, D, 1200-3.

#### SAN DIEGO, CA

BROWN FIELD MUNI ..... RNAV (GPS) Rwy 8L1 VOR or GPS-A.800-23/42

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

SW-3





## ALTERNATE MINS



NAME	ALTERNATE MINIMUMS
SAN DIEGO.	CA (CON'T)

MONTGOMERY

FIELD ......ILS or LOC Rwy 28R RNAV (GPS) Rwv 28R

NA when local weather not available.

SAN DIEGO INTL .....ILS or LOC Rwy 9 LOC Rwy 27 RNAV (GPS) Rwv 9

Categories A,B, 900-2; Category C, 900-21/4; Category D, 900-21/2.

## SAN DIEGO(EL CAJON), CA

GILLESPIE FIELD ...... LOC-D12 RNAV (GPS) Rwy 1734

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 2400-2; Categories C, D, 2400-3.

3Categories A, B, 1100-2; Category C, 1100-3; Category D, 1200-3.

<sup>4</sup>NA when local weather not available.

#### SAN LUIS OBISPO, CA

SAN LUIS COUNTY ...... ILS or LOC Rwy 111 VOR or TACAN A<sup>2</sup>

<sup>1</sup>NA when control tower closed. Categories A.B. 900-2; Category C.

1000-234; Category D, 1100-3. <sup>2</sup>Categories A,B, 1500-2; Categories C,D,

1500-3.

SANTA ANA, CA JOHN WAYNE AIRPORT-

ORANGE COUNTY ... ILS or LOC Rwv 19R124 LDA Rwy 19R34

> LOC BC Rwy 1L5 NDB Rwy 19R4

<sup>1</sup>ILS,LOC,Categories A, B, 1000-2; Categories C. D. 1000-3.

<sup>2</sup>NA when local weather not available.

3Categories A,B, 900-2; Category C, 900-21/2; Category D, 900-23/4.

<sup>4</sup>NA when control tower closed.

<sup>5</sup>NA when control zone not in effect.

#### SANTA BARBARA, CA

SANTA BARBARA MUNI . ILS or LOC Rwy 712 RNAV (GPS) Rwy 713

VOR or GPS Rwv 254

<sup>1</sup>NA when local weather not available.

<sup>2</sup>ILS, Categories A,B, 800-2; Category C,800-21/4; Category D, 1000-3. LOC, Category C,

800-21/4; Category D, 1000-3. 3Category C, 800-21/4; Category D, 1000-3.

<sup>4</sup>Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

SANTA MARIA, CA SANTA MARIA PUBLIC/CAPTAIN G. ALLEN

HANCOCK FIELD ..... ILS or LOC Rwy 1214 LOC/DME BC-A<sup>24</sup>

RNAV (GPS) Rwv 123 RNAV (GPS) Rwv 3067 VOR Rwy 12<sup>35</sup>

<sup>1</sup>ILS, Category C, 700-2; Category D, 1100-3. LOC, Category D, 1100-3. <sup>2</sup>Category A,B, 900-2; Category C, 900-21/2;

Category D. 1100-3. 3Category D, 1100-3.

<sup>4</sup>NA when control tower closed.

<sup>5</sup>NA when control tower closed except for operators with approved weather reporting service.

<sup>6</sup>NA when local weather not available. <sup>7</sup>Categories A, B, 1400-2; Category C, 1400-3.

#### SANTA MONICA, CA

SANTA MONICA MUNI ...... VOR or GPS-A Category A,B, 1000-2; Category C, 1000-234; Category D, 1000-3.

#### SANTA YNEZ, CA

SANTA YNEZ ......VOR or GPS-B Categories A,B, 1300-2.

NA except for operators with approved weather reporting service.

#### TORRANCE, CA

ZAMPERINI FIELD ....... ILS or LOC Rwy 29R1 VOR or GPS Rwy 11L,900-22

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when control tower closed except for operators with approved weather reporting service.

## VAN NUYS, CA

VAN NUYS ......ILS Rwy 16R1 LDA-C<sup>2</sup> VOR-A34

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 1900-2; Categories C,D, 1900-3.

3Category D, 800-21/4.

<sup>4</sup>NA when local weather not available.

#### VICTORVILLE, CA

SOUTHERN CALIFORNIA

LOGISTICS ...... ILS or LOC Rwy 171 RNAV (GPS) Rwy 172

VOR/DME Rwy 172

NA when local weather not available. <sup>1</sup>ILS, Category D, 700-21/4; LOC, Category D, 800-21/4.

<sup>2</sup>Category D, 800-21/4.





09071

23 SEP 2010 to 21 OCT 2010

## RADAR INSTRUMENT APPROACH MINIMUMS

**LEMOORE NAS (KNLC),** (REEVES FIELD), CA (Amdt 1, 08045 USN) ELEV **232** RADAR - (E) 125.95 264.5x 270.8x 301.2x 309.9x 314.0x 336.4x 344.4x 348.75x 363.7x 383.6x 383.9x ▼

				DH/	HAT/ HATh/	
	<u>RWY</u>	GS/TCH/RPI	CAT	MDA-VIS	<u>HAA</u>	CEIL-VIS
PAR <sup>1</sup>	32L <sup>2</sup>	3.0°/40/758	ABCDE	<b>330</b> /16	100	(100-1/4)
	14L	3.0°/54/1015	ABCDE	322-1/2	100	$(100-\frac{1}{2})$
	32R	3.0°/45/853	ABCDE	<b>325</b> /24	100	(100-1/2)
	14R	3.0°/51/984	ABCDE	331-1/2	100	(100-1/2)
PAR W/O GS	14L		ABCDE	<b>500</b> -1¼	278	(300-11/4)
	14R		ABCDE	<b>520</b> -1¼	289	(300-11/4)
	32L3		ABCDE	<b>540</b> /40	310	(400-3/4)
	32R		ABCDE	<b>540</b> /60	315	(400-11/4)
ASR	32L4		AB	<b>540</b> /24	310	(400-1/2)
			CDE	<b>540</b> /40	310	$(400-\frac{3}{4})$
	14L		ABCDE	<b>520</b> -1	298	(300-1)
	14R		ABCDE	<b>520</b> -1	289	(300-1)
	32R		ABC	<b>620</b> /50	395	(400-1)
			DE	<b>620</b> /60	395	(400-11/4)
CIR	All Rwys	55	Α	<b>680</b> -1	448	(500-1)
			В	<b>700</b> -1	468	(500-1)
			С	<b>700</b> -1½	468	(500-1½)
			DE	<b>800</b> -2	568	(600-2)

¹No-NOTAM MP: PAR-Rwy 14R-32L 1600-2400Z++ Mon, Rwy 14L-32R 1600-2400Z++ Wed. ²When ALS inop, increase CAT ABCDE RVR to 24 and vis to ½ mile. ³When ALS inop, increase CAT ABCDE RVR to 60 and vis to 1¼ miles. ⁴When ALS inop, increase CAT ABCDE RVR to 50 and vis to 1 mile. ⁵CIR from PAR W/O GS Rwy 14L, 14R and 32R, increase vis CAT AB to 1¼ miles.

SW-2

## RADAR INSTRUMENT APPROACH MINIMUMS

N1

23 SEP 2010 to 21 OCT 2010

#### RADAR INSTRUMENT APPROACH MINIMUMS

## CAMP PENDLETON MCAS (MUNN FLD)(KNFG),CA (Oceanside) (07158 USN)

**ELEV 78** 

RADAR -	RADAR - (E) 281.7 338.1									
PAR	RWY 21 <sup>125</sup>	GS/TCH/RPI 3.5°/49/843	CAT ABCD	DH/ MDA-VIS 438- <sup>3</sup> / <sub>4</sub>	HAT/ HATh/ HAA 360	<u>CEIL-VIS</u> (400-3/4)				
W/O GS	2156		ABC D	<b>520-1 520-1</b> 1/4	442 442	(500-1) (500-1½)				
ASR	21³		A B C D	900-¾ 900-1 900-2¼ 900-2½	822 822 822 822	(900-3/4) (900-1) (900-21/4) (900-21/2)				
CIR	All Rwy⁴		A B C D	960-1¼ 1080-1½ 1180-3 1200-3	882 1002 1102 1122	(900-1½) (1100-1½) (1200-3) (1200-3)				

<sup>1</sup>CAUTION: Trees penetrate obstacle surfaces within the visual portion of the procedure approximately 900' from threshold. Pilots must have trees in sight prior to descending from decision height. <sup>2</sup>When ALS inop, increase vis CAT ABCD to 1 mile. <sup>3</sup>When ALS inop, increase vis CAT A to 1 mile, CAT B to 11/4 miles, CAT C to 21/2 miles and CAT D to 23/4 miles. 4Circling auth fr ASR and PAR W/O GS only. Circling Rwy 3 not auth at night. ⁵No-NOTAM prevent main sked: PAR 2100-0100Z++Mon. When ALS inop, increase vis CAT ABC to 11/4 miles, CAT D to 11/2 miles.

## LOS ALAMITOS AAF (KSLI), CA (1-Amdt 5, 2-Amdt 2, 3-Orig 08101 USA) ELEV 32 RADAR12 - (E) 124.75 127.95 279.5 285.55 290.9 TA NA

				DH/	HAT/ HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	<b>CEIL-VIS</b>
RADAR 1						
PAR	22L3	3.0°/40/745	ABCD	282-¾	250	(300-3/4)
PAR W/O GS	22L45		ABC	420-3/4	388	(400-3/4)
			D	<b>420</b> -1	388	(400-1)
RADAR 2						
PAR	22L	4.0°/40/572	COPTER	235-1/4	200	(200-1/4)
RADAR 3						
ASR	22L45		AB	440-¾	408	(500-3/4)
			CD	<b>440</b> -1	408	(500-1)
CIR	22L4		Α	440-1	408	(500-1)
			В	<b>500</b> -1	468	(500-1)
			С	500-11/2	468	(500-1½)
			D	<b>600-</b> 2	568	(600-2)

<sup>1</sup>PAR opr 1600-0000Z++ Mon, 1500-0600Z++ Tue-Thu, 2200-0600Z++ Fri. <sup>2</sup>Multiple PAR apch avbl during VFR ctc twr for freq assn. 3When ALS inop, increase CAT CD vis to 1 mile. 4Circling NA N of Rwy 4L-22R. When ALS inop, increase vis all CATs 1/4 mile.

SW-3

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS

## RADAR INSTRUMENT APPROACH MINIMUMS

MIRAMAR MCAS (MITSCHER FLD) (KNKX), CA (09351 USN) ELEV 477

RADAR¹ - (E) 133.625 266.8x 270.35 307.9x 328.4x 348.75 350.275 373.575 379.125 380.3x 🔻

PAR PAR w/o GS <sup>5</sup>	RWY 24R <sup>2</sup> 24L	<b>GS/TCH/RPI</b> 3.0°/53/1133 3.0°/46/1032	CAT ABCDE ABCDE	DH/ MDA-VIS 575-1/4 577-1/2	HAT/ HATh/ HAA 100 100	CEIL-VIS (100-1/4) (100-1/2)
PAR W/0 GS	24R³		AB CDE	820-½ 820-¾	345 345	(400-½) (400-¾)
	24L		ABC DE	820-1 820-1 <sup>1</sup> / <sub>4</sub>	343 343	(400-1) (400-1 <sup>1</sup> / <sub>4</sub> )
ASR	24R4		AB CD E	880-½ 880-¾	405 405	(500-½) (500-¾)
	6L		ABC DE	880-1 800-1 800-1¼	405 368 368	(500-1) (400-1) (400-1 <sup>1</sup> / <sub>4</sub> )
	24L		AB CD E	880-1 880-1¼ 880-1½	403 403 403	(500-1)/ <sub>4</sub> ) (500-1)/ <sub>4</sub> ) (500-1)/ <sub>2</sub> )
CIR <sup>6</sup>	All Rwy		A B C D	920-1 940-1 940-1½ 1160-2¼ 1360-3	443 463 463 683 883	(500-1) (500-1) (500-1½) (700-2¼) (900-3)

<sup>&</sup>lt;sup>1</sup>Other APP CON freq as asgn.

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## RADAR INSTRUMENT APPROACH MINIMUMS

<sup>&</sup>lt;sup>2</sup>When ALS inop, increase vis CAT ABCDE to ½ mile.

<sup>&</sup>lt;sup>3</sup>When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1½ miles.

<sup>4</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 11/4 miles, CAT E to 11/2 miles.

<sup>&</sup>lt;sup>5</sup>No NOTAM MP: PAR 1700-2200Z++ Tue.

<sup>&</sup>lt;sup>6</sup>Circling not authorized to Rwy 10-28. CAT E circling not authorized S of Rwy 6R-24L.

23 SEP 2010 to 21 OCT 2010

## RADAR INSTRUMENT APPROACH MINIMUMS

NORTH ISLAND NAS (KNZY),(HALSEY FIELD),CA (San Diego)(09127USN)ELEV26 RADAR - (E) 127.7x 133.175x 319.9x 350.8x 353.5x 382.0x 385.5x ▼

PAR¹ (OFFSET)	RWY 29 <sup>3</sup> 36 <sup>6</sup> 29 <sup>8</sup>	GS/TCH/RPI 3.0°/36/730 3.0°/46/850 3.0°/36/730	CAT ABCDE ABCDE ABCDE	DH/ MDA-VIS 276- <sup>3</sup> / <sub>4</sub> 119- <sup>1</sup> / <sub>4</sub> 620-2	HAT/ HATh/ HAA 250 100 594	CEIL-VIS (300-¾) (100-¼) (600-2)
(OIT SET)	25	3.0 /30//30	ADODL	020-2	334	(000-2)
PAR W/O GS <sup>1</sup>	2924		AB CD E	460-½ 460-¾ 460-1	434 434 434	(500-½) (500-¾) (500-1)
PAR W/O GS <sup>1</sup>	36		ABC DE	380-1 380-1 <sup>1</sup> ⁄ <sub>4</sub>	361 361	(400-1) (400-1½)
PAR W/O GS <sup>1</sup> (OFFSET)	29²		ABCDE	620-2	594	(600-2)
ASR	29 <sup>25</sup>		AB C DE	540-½ 540-1 540-1¼	514 514 514	(600-½) (600-1) (600-1¼)
	367		A B C D	800-¾ 800-1 800-2 800-2¼ 800-2½	781 781 781 781 781	(800-3/4) (800-1) (800-2) (800-21/4) (800-21/2)
(OFFSET)	29 <sup>2</sup>		ABCDE	620-2	594	(600-2)
CIR	29 <sup>2</sup>		AB CDE	620-2 NOT AUTHO	594 RIZED	(600-2)
	36		ABCDE	NOT AUTHORIZED		

¹No-NOTAM MP sked 2000-2400Z++ Mon. ²Cir auth to Rwy 18 only. Cir not auth W Rwy 18-36. ³When ALS inop, increase vis CAT ABCDE to 1 mile. ⁴When ALS inop, increase vis CAT ABC to 1½ mile, CAT DE to 1½ mile. ⁵When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT DE to 1¾ miles. ⁵When ALS inop, increase vis CAT ABCDE to ½ mile. ³When ALS inop, increase vis CAT A to 1 mile, CAT B to 1½ mile, CAT C to 2½ mile, CAT D to 2½ mile, CAT E 2¾ mile. ⁵Whinima applicable for rotorcraft short offset approaches.

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## RADAR INSTRUMENT APPROACH MINIMUMS

23 SEP 2010 to 21 OCT 2010

# 23 SEP 2010 to 21 OCT 2010

**ELEV 12** 

## RADAR INSTRUMENT APPROACH MINIMUMS

## POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD), CA

(Oxnard) (09267 USN)

RADAR<sup>7</sup> - (E) 123.75x 133.25 233.7x 269.225 350.25 353.925

, ,				DH/	HAT/ HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR	3 <sup>2</sup>	3.0°/47/901	ABCDE	111-1/4	100	$(100-\frac{1}{4})$
	21	3.0°/47/891	ABCDE	113-1/2	100	(100-1/2)
PAR 21	(altn MAP)4	3.0°/47/891	ABCDE	650-13/4	637	$(700-1\frac{3}{4})$
PAR W/O GS	3⁵		ABCDE	300-1	289	(300-1)
	21 <sup>5</sup>		ABCDE	360-¾	347	(400-3/4)
	21(altn MAI	P) <sup>4</sup>	ABCDE	440-13/4	427	(500-13/4)
ASR	3³		ABC	380-3/4	369	(400-3/4)
			DE	<b>380</b> -1	369	(400-1)
	21³		AB	380-1/2	367	(400-1/2)
			CDE	380-¾	367	(400-3/4)
ASR	21(altn MAI	P) <sup>6</sup>	ABCDE	440-11/2	427	(500-1½)
CIR <sup>1</sup>	3,21		Α	<b>420</b> -1	407	(500-1)
			В	<b>480</b> -1	467	(500-1)
			С	<b>480</b> -1½	467	(500-11/2)
			D	<b>580</b> -2	567	(600-2)
			E	NOT AUTH	ORIZED	• •

ATC Missed apch climb rate to 1500 Knots 120 180 240 300 360 PAR 3 **FPM** 330 660 990 1320 1650 1980 Expanded RADAR svc-All flt conducted under positive ctl. Inbd acft not opr under ATC or PLEAD ctc APP CON 25 NM out on 307.275 or 128.65.

¹Circling not authorized E of Rwy 3-21,with PAR approach, or when Alternate MAP Rwy 21 in use. ²When ALS inop, increase vis CAT ABCDE to ½ mile. ³When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1½ miles. ⁴When ALS inop, increase vis CAT ABCDE to 2½ miles. ⁵When ALS inop, increase vis CAT ABCDE to 1½ miles. ⁵When ALS inop, increase vis CAT ABCDE to 2 miles. ⁵No-NOTAM preventive maint 1400-1800Z++ Mon.

## SAN CLEMENTE ISLAND NALF (KNUC), (FREDERICK SHERMAN FIELD), CA RADAR - (E) 127.05x 305.3x 7 (09071 USN) ELEV 184

		V				
		•		DH/	HAT/ HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	<b>CEIL-VIS</b>
PAR <sup>1</sup>	23	3.0°/40/939	ABCDE	<b>434</b> -1	250	(300-1)
PAR <sup>1</sup>	W/O GS 23		ABCDE	520-11/4	336	(400-11/4)
ASR <sup>2</sup>	23		AB	<b>780</b> -1	596	(600-1)
			С	<b>780</b> -1½	596	(600-11/2)
			D	<b>780</b> -1¾	596	(600-1¾)
			E	<b>780</b> -2	596	(600-2)
CIR³	W/O GS All Rwy		Α	<b>540</b> -11⁄ <sub>4</sub>	356	(400-11/4)
		•	В	640-11/4	456	(500-11/4)
			С	640-11/2	456	(500-11/2)
			DE	<b>740</b> -2	556	(600-2)
CIR³	All Rwy		AB	<b>780</b> -1	596	(600-1)
			С	<b>780</b> -1½	596	(600-11/2)
			DF	780-2	596	(600-2)

 $^{1}$ No-NOTAM MP PAR 1800-2000Z++ Tue.  $^{2}$ No-NOTAM MP ASR 2000-2200Z++ Tue.

<sup>3</sup>Circling not authorized S of Rwy 5-23.

SW-3

## RADAR INSTRUMENT APPROACH MINIMUMS

**09351** 

INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below, Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

TAKE-OFF MINIMUMS NAME ALTURAS, CA

ALTURAS MUNI (AAT) AMDT 2 08101 (FAA) DEPARTURE PROCEDURE: Use BACHS

DEPARTURE.

#### AMEDEE AAF (KAHC),

HERLONG, CA. . . . . . . . . AMDT 1, 09239 Rwy 8, 26: 4000-3 for climb in visual conditions. Rwy 8, 26: Cross Amedee AAF at or above 7900 before proceeding on course.

TAKE-OFF MINIMUMS NAME ARCATA-EUREKA, CA

**ARCATA** 

TAKE-OFF MINIMUMS: Rwy 1, std. w/a min. climb of 429' per NM to 1900. Rwy 14, 600-214 or std. w/a min. climb of 486' per NM to 1000'.

DEPARTURE PROCEDURE: Rwy 1, climbing left turn thence..., or for climb in visual conditions: cross Arcata Airport westbound at or above 1100, thence... Rwys 14, 19, climbing right turn thence... Rwy 32, climbing left turn thence...

...via ACV R-250 to HOCUT INT and continue climb to MEA on V27.

NOTE: Rwy 1, multiple trees beginning 182' from departure end of runway, 11' right of centerline, up to 161'AGL/370'MSL. Multiple tees beginning 281'from departure end of runway, 86' left of centerline, up to 148' AGL/357' MSL. Rwy 14, multiple trees beginning 838' from departure end of runway, 372' left of centerline, up to 200' AGL/759' MSL. Multiple trees beginning 1286' from departure end of runway, 716' right of centerline, up to 65' AGL/286' MSL. Rwy 19, multiple trees beginning 57' from departure end of runway, 270' right of centerline, up to 30' AGL/218' MSL. Rwy 32, multiple trees beginning 113' from departure end of runway, 211' right of centerline, up to 86' AGL/267' MSL. Multiple trees 1' from departure end of runway, 161' left of centerline, up to 21' AGL/202' MSL. Obstruction light 426' from departure end of runway, 257' right of centerline, 21' AGL/202' MSL.

# $\overline{f V}$ take-offminimums and (obstacle) departure procedures $\overline{f V}$

#### AUBURN, CA

AUBURN MUNI (AUN)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, 300-1 w/min. climb of 385' per NM to 2300, or 1100-3 for climb in visual

DEPARTURE PROCEDURE: Rwv7, climbing left turn to 5000 heading 310°, and MYV VOR/DME R-083 to MYV VOR/DME, then via MYV VOR/DME R-263 to YUBBA INT before proceeding on course, or for climb in visual conditions: cross Auburn Muni airport at or above 2500, continue climb to 5000 via heading 275° and MYV VOR/DME R-094 to MYV VOR/DME, then via MYV VOR/DME R-263 to YUBBA INT before proceeding on course. Rwy 25, climbing right turn to

5000 via heading 310° and MYV VOR/DME R-083 to MYV VOR/DME, then via MYV VOR/DME R-263 to YUBBA INT before proceeding on course. NOTE: Rwy7, trees beginning 1117' from DER, 504' right of centerline, up to 40' AGL/1708' MSL, Pole 1365' from DER, 600' right of centerline, 59' AGL/1679' MSL. Tree 3791' from DER, 700' right of centerline, 40' AGL/ 1639' MSL. Rwy 25, tree 37' from DER, 479' left of centerline, 40' AGL/1528' MSL. Tree 86' from DER, 461'

right of centerline, 40' AGL/1532' MSL. Fence 301' from DER, 244' right of centerline, 8' AGL/1508' MSL. Trees beginning 660' from DER, 249' right of centerline, up to 40'AGL/1559'MSL.

BEALE AFB (KBAB) MARYSVILLE, CA. . . . . . . . ORIG, 09155

DEPARTURE PROCEDURE: Rwy 15, Climb on a heading between 100° CW to 325° from DER. Rwv 33. Climb on a heading between 146° CW to 344° from

TAKE-OFF OBSTACLES: Rwy 33, Terrain 118' MSL, 62' from DER, 500' right of centerline. Terrain 119' MSL, 190' from DER, 551' right of centerline.

#### BECKWOURTH.CA

#### NFRVINO

23 SEP 2010 to 21 OCT 2010

TAKE-OFF MINIMUMS: Rwys 7, 25, 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 7, 25, for climb in visual conditions: cross Nervino Airport at or above 8300 before proceeding on course.

NOTE: Rwy7, road 58' from departure end of runway, 469' right of centerline, 15' AGL/4920' MSL. Pole 310' from departure end of runway, 522' right of centerline, 49' AGL/4925' MSL. Pole 528' from departure end of runway, 522' right of centerline, 39' AGL/4924' MSL. Tree 1.47 NM from departure end of runway, 727' right of centerline, 100' AGL/5193' MSL. Tree 1.9 NM from departure end of runway, 2534' right of centerline, 100' AGL/5499' MSL. Bush 2.03 NM from departure end of runway, 2126' right of centerline, 4' AGL/5406' MSL. Rwv 25, tree 5856' from departure end of ruwnay, 1984'

right of centerline, 100' AGL/5339' MSL, Tree 1,25 NM from departure end of runway, 2439' right of centerline, 100' AGL/5420' MSL. Tree 2.07 NM from departure end of runway, 3302' left of centerline, 100' AGL/5570' MSL.

#### BISHOP, CA

EASTERN SIERRA RGNL

TAKE-OFF MINIMUMS: Rwys7,12,16, NA. Rwys25, 30.34, 4000-2 or std. with a min. climb of 350' per NM to

9000. DEPARTURE PROCEDURE: Rwvs 25.30, turn right.

Rwy 34, turn left, climb northwestbound to 13000 via BIH R-322 to NIKOL Int.

#### BYRON, CA

#### **BYRON**

TAKE-OFF MINIMUMS: Rwy 23, NA-obstacles. Rwy 30, 200-1 or std. with a min. climb of 240' per NM to

300. Alternatively, with standard take-off minimums and a normal 2001/NM climb gradient, take-off must occur no

later than 2000' prior to departure end of runway DEPARTURE PROCEDURE: Rwy 5, climbing right turn via heading 120° and ECA VORTAC before

proceedingon course. Rwy 12, climbing left turn via heading 050° and ECA VORTAC R-250 to ECA VORTAC before proceeding on course. Rwy 30, climbing right turn via heading 130° and ECA VORTAC R-250 to ECA VORTAC before proceeding on course.

NOTE: Rwv 5, bush 17' from departure end of runway, 67' right of centerline, 6' AGL/52' MSL. Rwy 12, multiple trees and bush beginning 240' from departure end of runway, 286' right of centerline, up to 39' AGL/76' MSL. Rwy 30, multiple poles, building, and terrain beginning 66' from departure end of runway, 228' left of centerline.

up to 65' AGL/225' MSL. Multiple poles beginning 949' from departure end of runway, 28' right of centerline, up to 42' AGL/103' MSL.

#### CHICO, CA

#### CHICO MUNI

DEPARTURE PROCEDURE: Rwvs 13L/R. climbing right turn. Rwys 31L/R, climbing left turn. All aircraft, climb via CIC R-205 to JINGO Int. Aircraft departing JINGO Int 020° CW 350° climb on course. All others climb in JINGO Int holding pattern (SE, right turns, 320° inbound) to depart JINGO Int at or above 2800.

#### CLOVERDALE, CA

#### CLOVERDALE MUNI

TAKE-OFF MINIMUMS: Rwy 14, 400-2 or std. with a min. climb of 280' per NM to 1500, then a min. climb of 260' per NM to 3900. Rwy 32, NA.

DEPARTURE PROCEDURE: Rwy 14, climb direct STS VOR/DME. Continue climb in holding pattern (NW right turns, 140° inbound) to MEA for route of flight.

NOTE: Rwy 14, tree 9337' from departure end of runway, 4633' right of centerline, 150' AGL/889' MSL.

#### COLUMBIA, CA

#### COLUMBIA

TAKE-OFF MINIMUMS: Rwy 17, 300-1 with a min. climb rate of 300' per NM to 3000. Rwy 35, NA.

DEPARTURE PROCEDURE: Rwy 17, use FICHU RNAV DEPARURE. Rwy 35, NA.

NOTE: Rwy 17,51' AGL pole 502' from departure end of runway, 368' right of centerline, 90' AGL tree 483' from departure end of runway, 535' right of centerline; 100 AGL tree 1258' from departure end of runway, 494' left of centerline; 167' AGL tree 1644' from departure end of runway, 924' right of centerline.

# 10266

#### COLUSA, CA

COLUSA COUNTY

DEPARTURE PROCEDURE: Climb direct to ILA VORTAC.

#### CONCORD, CA

BUCHANAN FIELD (CCR)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: Rwys 1L/R, std. w/min. climb of 360' per NM to 1100, or 2200-3 for climb in visual conditions. Rwys14L/R, std. w/min. climb of 420' per NM to 2700, or 2200-3 for climb in visual conditions. Rwys 19L/R, std. w/min. climb of 490' per NM to 4000, or 2200-3 for climb in visual conditions. Rwvs 32L/R. std. w/min. climb of 320' per NM to 500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwvs 1L/R, climb direct CCR VOR/DME, or climb in visual conditions to cross Buchanan Airport northbound at or above 2100 via CCR R-173 to CCR VOR/DME, thence...Rwys14L/R, 19L/R climbing left turn direct CCR VOR/DME, or climb in visual conditions to cross Buchanan Airport northbound at or above 2100 via CCR R-173 to CCR VOR/DME, thence...Rwys 32L/R, climbing right turn direct CCR VOR/DME, or climb in visual conditions to cross Buchanan Airport northbound at or above 2100 via CCR R-173 to CCR VOR/DME, thence...

...aircraft departing CCR VOR/DME R-150 clockwise R-110 climb on course. All others climb in CCR VOR/ DME holding pattern (north, left turns, 191° inbound) to cross CCR VOR/DME at or above 2700 before proceeding on course.

NOTE: Rwy 1L, multiple trees and bushes beginning 675' from departure end of runway, 9' left of centerline, up to 48' AGL/98' MSL. Multiple poles, light poles and antennas on buildings beginning 639' from departure end of runway, 120' left of centerline, up to 50' AGL/72' MSL. Fence 117' from departure end of runway, 2' right of centerline, 12' AGL/29' MSL. Sign 1996' from departure end of runway, 812' left of centerline, 45' AGL/ 78' MSL. Flagpole 1520' from departure end of runway, 753' left of centerline, 40' AGL/71' MSL, Rwv 1R. multiple trees and poles beginning 1552' from departure end of runway, 98' right of centerline, up to 52' AGL/131' MSL. Rwy 19R, multiple trees beginning 604' from departure end of runway, 82' left of centerline, up to 70' AGL/108' MSL. Light pole 1392' from departure end of runway, 749' right of centerline, 51' AGL/71' MSL. Obstruction light on building 2451' from departure end of runway, 911' left of centerline, 73' AGL/97' MSL. Fence 123' from deparure end of runway, 503' left of centerline, 6' AGL/30' MSL, Rwv 19L, multiple trees beginning 2132' from departure end of runway, 28' left of centerline, up to 70' AGL/106' MSL. Rwy 32L, road/vehicle 561' from departure end of runway, on centerline, 15' AGL/49' MSL. Light on tank 6617' from departure end of runway, 1926' right of centerline, 114' AGL/213' MSL. Hangar 259' from departure end of runway, 300' left of centerline, 21' AGL/37' MSL. Transmission tower 6015' from departure end of runway, 1338' left of centerline, 145' AGL/173' MSL. Tree 825' from departure end of runway, 136' left of centerline, 25' AGL/40' MSL, building 633' from departure end of runway, 254' right of centerline,

#### BUCHANAN FIELD (CON'T)

Rwv 32R, train 6345' from departure end of runway, 1948' left of centerline, 23' AGL/102' MSL, obstruction light on hopper 2110' from departure end of runway, 601' right of centerline, 79' AGL/99' MSL. Obstacle light on tank 6617' from departure end of runway, 1426' right of centerline, 193' AGL/213' MSL. Flagpole 655' from departure end of runway, 300' right of centerline, 35' AGL/43' MSL. Sign 697' from departure end of runway, 248' right of centerline, 25' AGL/41' MSL. Road/vehicle 561' from departure end of runway, on centerline, 15 AGL/49' MSL. Building 633' from departure end of runway, 246' left of centerline, 20' AGL/35' MSL, tree 825' from departure end of runway, 635' left of centerline. 25' AGL/40' MSL, transmission tower 6015' from departure end of runway, 1839' left of centerline, 145' AGL/173 MSL. Rwy 14R, obstacle lights, obstacle lights on buildings, obstacle lights on windsocks, buildings and trees beginning 412' from departure end of runway, 167' right of centerline, upt o 104' AGL/136' MSL. Rwy 14L, multiple trees beginning 841' from departure end of runway, 61' left of centerline, up to 78' AGL/102' MSL, building 1071' from departure end of runway, 35' left of centerline, 30' AGL/58' MSL. Fence 225' from departure end of runway, 29' left of centerline. 12' AGL/33' MSL.

#### **CRESCENT CITY, CA**

JACK MCNAMARA FIELD

TAKE-OFF MINIMUMS: Rwy 11, 300-1. Rwy 17, 300-1 or std. with a min. climb of 240' per NM to 300. DEPARTURE PROCEDURE: Rwys 11,17, climbing right turn. Rwys 29,35, climbing left turn. All aircraft, climb direct CEC VORTAC. Aircraft departing CEC R-131 CW R-330 climb on course. All others continue climb in CEC holding pattern (S, left turns, 341° inbound) to cross CEC VORTAC at or above: R-331 CWR-010, 1100; R-011 CWR-050, 2200; R-051 CW R-090, 4100; R-091 CW R-130, 2700.

#### DAVIS, CA

UNIVERSITY (EDU)

AMDT 3 09127 (FAA)

DEPARTURE PROCEDURE: Rwy 17, climbing right turn via heading 200° and ILA R-151 to EMBER INT/ILA 48 DME before proceeding on course. Rwy 35, climbing left turn via heading 320° and ILA R-145 to ILA VORTAC before proceeding on course.

NOTE: Rwy 17, trees beginning 1353' from DER, 31' right of centerline, up to 40' AGL/109' MSL. Rwy 35, tree 24' from DER, 433' left of centerline, 40' AGL/104' MSL. Vehicle 288' from DER, on centerline, 15' AGL/74' MSI

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20' AGL/35' MSL.

## $\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$ 10266

## DAVIS/WOODLAND/WINTERS.CA

YOLO COUNTY (DWA)

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: Rwy 16, climb heading 164° to 2100 before turning right. Rwy 34, climb heading 344° to 1500 before turning left. NOTE: Rwy 16, multiple trees beginning 595' from DER, 308' right of centerline, up to 120' AGL/206' MSL. Multiple trees beginning 1046' from DER, 257' left of centerline, up to 120' AGL/195' MSL. Rwy 34, multiple trees beginning 417' from DER, 361' right of centerline.

up to 120' AGL/206' MSL. Trees beginning 683' from

DER, 491' left of centerline, up to 120' AGL/206' MSL.

Pole 859' from DER, 548' left of centerline, 47' AGL/137'

## MSL. **EUREKA.CA**

MURRAY FIELD (EKA)

AMDT 4 09239 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, std. w/min, climb of 465' per NM to 1800 or 3800-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 12 climbing right turn heading 265° to intercept V27. For climb in visual conditions: cross Eureka airport at or above 3700 before proceeding on course. Rwy 30, climbing left turn heading 265° to intercept V27.

NOTE: Rwy 12, bush 50' from DER, 82' left of centerline,

6' AGL/16' MSL. Multiple trees beginning 1.5 NM from DER, 2993' left of centerline. Multiple trees beginning 1.6 NM from DER, 2318' right of centerline. Rwy 30, multiple trees, beginning 443' from DER, 389' right of centerline, up to 93' AGL/103' MSL. Tree 664' from DER, 587' left of centerline, 46' AGL/56' MSL. Pole 753' from DER, 155' right of centerline 27' AGL/37' MSL. Railroad 786' from DER, 4' left of centerline 23' AGL/31' MSL. Road beginning 602' from DER, 4' left of centerline up to 15' AGL/23' MSL. Bush 566' from DER, 69' left of centerline, 8' AGL/18' MSL.

#### FIREBAUGH, CA

**FIREBAUGH** 

23 SEP 2010 to 21 OCT 2010

DEPARTURE PROCEDURE: Rwy 12, climbing right turn. Rwy 30, climbing left turn. All aircraft climb via heading 150° and PXN R-061 to MENDO Int. Aircraft departing MENDO Int, heading 230° CW 150° climb on course. All others climb in MENDO holding pattern (NE, right turns, 241° inbound) to cross MENDO Int at orabove 2000.

#### FORTUNA, CA

ROHNERVILLE

TAKE-OFF MINIMUMS: Rwy 11, NA. DEPARTURE PROCEDURE: Climb direct FOT VORTAC. Continue climb in holding pattern (N, right turns, 161° inbound) to cross FOT VORTAC at or above 3000.

#### FRESNO, CA

FRESNO-CHANDLER EXECUTIVE (FCH)

AMDT 2 09015 (FAA) DEPARTURE PROCEDURE: Rwy 12, climb heading 111° to 2000 then climbing right turn to 6300 via heading 200° and CZQ VORTAC R-167 before proceeding on

course. Rwy 30, climb heading 291° to 2000 then climbing left turn to 5500 via heading 140° and CZQ VORTAC R-167 before proceeding on course. NOTE: Rwy 12, multiple trees, poles, and terrain beginning 84' from departure end of runway, 16' left of centerline, up to 92' AGL/371' MSL. Multiple trees, poles, road, fence and terrain beginning 53' from departure end of runway, 94' right of centerline, up to 62' AGL/341'MSL. Rwy 30, multiple trees, poles, bushes and terrain beginning 125' from departure end of runway,

46' left of centerline, up to 111' AGL/389' MSL. Multiple

end of runway, 23' right of centerline, up to 42' AGL/320'

poles, road, and fence beginning 236' from departure

#### FRESNO YOSEMITE INTL

MSL.

DEPARTURE PROCEDURE: Rwys 11L, 11R, climbing left turn direct CZQ VORTAC. Rwys 29L, 29R, climbing right turn direct CZQ VORTAC. All aircraft climb in CZQ VORTAC holding pattern (SE, left turns, 322° inbound) to cross CZQ VORTAC at or above MEA/ MCA for direction of flight before proceeding en route.

NOTE: Rwy 11L, pole 647' from departure end of runway, 543' left of centerline, 17' AGL/349' MSL. Sign 1693' from departure end of runway, 863' right of centerline, 53' AGL/383' MSL. Rwv 11R. transmisometer 432' from departure end of runway, 281' left of centerline, 19' AGL/ 349' MSL. Light, 1701' from departure end of runway, 293' right of centerline, 53' AGL/386' MSL. Rwy 29L, arresting sys. 124' from departure end of runway, 527' right of centerline, 2' AGL/334' MSL, Building 219' from departure end of runway, 296' left of centerline, 7' AGL, 336' MSL, Rwy 29R, trees 1076' from departure end of runway, 775' right of centerline, 63' AGL/397' MSL. Arresting sys, 95' from departure end of runway, 149' right of centerline, 3' AGL/336' MSL. Multiple trees

beginning 1076' from departure end of runway, 775' right

#### **GRASS VALLEY, CA**

NEVADA COUNTY AIR PARK

of centerline, up to 75' AGL/397' MSL.

TAKE-OFF MINIMUMS: Rwy 7, NA. DEPARTURE PROCEDURE: Rwy 25, climb via MYV R-058 to 6000 then continue climb on course.

#### GROVELAND, CA

PINE MOUNTAIN LAKE

TAKE-OFF MINIMUMS: Rwy 9, 400-2 or std. with a min. climb of 400' per NM to 4000.

DEPARTURE PROCEDURE: Rwy 9, turn right. Rwy 27, turn left. All aircraft climb direct LIN VORTAC. Cross LIN VORTAC at or above 5000.

#### HALF MOON BAY, CA

HALF MOON BAY

TAKE-OFF MINIMUMS: Rwy 12, 2600-2 or std. with a min, climb of 300' per NM to 3000, Rwv 30, NA, DEPARTURE PROCEDURE: Rwy 12, climb runway heading to 3000, then climb direct OSI VORTAC, to cross OSI VORTAC at or above 3500 before proceeding



#### HANFORD, CA

HANFORD MUNI

DEPARTURE PROCEDURE: Rwv 14, climbing left turn heading 050° to intercept V-23, Rwy 32, climbing right turn heading 050° to intercept V-23.

#### HAYWARD, CA

HAYWARD EXECUTIVE

TAKE-OFF MINIMUMS: Rwys 10L, 10R, 300-1. DEPARTURE PROCEDURE: Rwys 28L, 28R, climb straight ahead. Rwys 10L, 10R, turn right, climb to 2500 via direct OAK VORTAC and OAK R-288. Aircraft southeastbound and capable of climbing 250' per NM to 4500 may proceed direct to MABRY Int via OAK R-114.

#### HOLLISTER, CA

HOLLISTER MUNI (CVH)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 6, NA-obstacles. Rwy 24, NA-ATC. Rwy 13, std. w/min. climb of 391' per NM to 3500, or 3100-3 for climb in visual conditions. Rwy 31, std. w/min climb of 209' per NM to 2300, or 3100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 13, climbing right turn to heading 332° and via SJC R-121 direct SJC VOR/DME to 6000 before proceeding on course or for climb in visual conditions: cross Hollister Muni Airport at or above 3100 MSL before proceeding on course. Rwy 31, climb heading 307° and via SJC R-121 direct SJC VOR/DME to 6000 before proceeding on course or for climb in visual conditions: cross Hollister Muni Airport at or above 3100 MSL before proceeding on course.

NOTE: Rwy 13, terrain beginning 992' from departure end of runway, 348' left of centerline, up to 289' MSL. Terrain beginning 2467' from departure end of runway, 154' right of centerline, up to 309' MSL, trees beginning 1277' from departure end of runway, 348' left of centerline, up to 309' MSL, trees beginning 2467' from departure end of runway. 153' right of centerline, up to 270' MSL. Rwy 31, terrain beginning 76' from departure end of runway, 392' left of centerline, up to 247' MSL. Terrain beginning 14' from departure end of runway, 179' right of centerline, up to 231'

## MSL. JACKSON, CA

23 SEP 2010 to 21 OCT 2010

WESTOVER FIELD AMADOR COUNTY

DEPARTURE PROCEDURE: Rwv 1. turn left. Rwv 19, turn right. All aircraft climb direct LIN VORTAC, continue climb on course.

#### LAKEPORT, CA

LAMPSON FIELD (102)

ADMT 1 10098 (FAA)

TAKE-OFF MINIMUMS: Rwy 10, std. with a min. climb of 400' per NM to 4500, do not exceed 210 Knots until intercepting the ENIR-073 or 3200-3 for climb in visual conditions. Rwy 28, NA-Rapidly rising terrain. DEPARTURE PROCEDURE: Rwy 10, climbing left turn to 6000 via heading 310° and ENIR-073 to ENI VORTAC before proceeding on course, or for climb in visual conditions: cross Lampson Field at or above 4400 MSL before proceeding on course.

NOTE: Rwy 10, vehicle on road 347' from DER, 7' right of centerline, 15' AGL/1394' MSL. Trees beginning 280' from DER, 201' left of centerline, up to 100' AGL/1479' MSL. Trees beginning 494' from DER, 219' right of centerline, up to 100' AGL/1479' MSL.

## LEMOORE NAS (REEVES FIELD) (KNLC)

LEMOORE, CA . . . . . . . . . . . . . . 07270 Rwv 14L, Cross DER at or above 15' AGL/235' MSL.

Rwy 14R, Cross DER at or above 15' AGL/245' MSL. Rwy 32L, Cross DER at or above 15' AGL/234' MSL, Departure headings 142° CW 283°, minimum military climb 220 ft/NM to 6400, minimum civil climb 220 ft/NM to 6600.

Rwy 32R, Cross DER at or above 15' AGL/239' MSL, Departure headings 142° CW 281° minimum military climb 220 ft/NM to 6400, minimum civil climb 220 ft/NM to 6600.

#### LINCOLN, CA

LINCOLN RGNL/KARL HARDER FIELD DEPARTURE PROCEDURE: Rwy 15, climbing right turn. Rwy 33, climbing left turn. All aircraft climb direct MYV VOR/DME, then climb on course.

#### LITTLE RIVER, CA

LITTLE RIVER (LLR)

ORIG 10154 (FAA)

DEPARTURE PROCEDURE: Use LITTLE RIVER DEPARTURE.

#### LIVERMORE. CA

LIVERMORE MUNI

TAKE-OFF MINIMUMS: Rwys 7L, 7R, 1500-2 or std. with a min. climb of 260' per NM to 2200. Rwvs 25L, 25R, 2300-2 or std, with a min, climb of 375'

per NM to 3100. DEPARTURE PROCEDURE: Rwys7L,7R, climb direct REIGALOM, then climbing left turn via the 030° bearing

from REIGA LOM to intercept V109, then proceed on course. Rwys 25L, 25R, climb runway heading to 1200, then climbing right turn via heading 020° and OAK R-060 to ALTAM Int, then proceed on course.

## LODI, CA

LODI

DEPARTURE PROCEDURE: Climb direct to LIN VORTAC.

## LOS BANOS, CA

LOS BANOS MUNI (LSN)

AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: Rwy 14, climb on a heading between 318° CW to 151° from DER, or minimum climb of 320' per NM to 5100 for all other courses. Rwy 32, climb on a heading between 260° CW to 137° from DER, or minimum climb of 273' per NM to 5200 for all other courses.

NOTE: Rwy 14, multiple trees, poles, buildings beginning 3' from DER, 24' left of centerline, up to 73' AGL/194' MSL. Multiple trees, poles, buildings beginning 20' from DER, 21' right of centerline, up to 85' AGL/206' MSL. Rwy 32, multiple trees beginning 220' from DER, 453' right of centerline, up to 40' AGL/ 160' MSL. Multiple poles, beginning 1120' from DER, 173' left of centerline, up to 60' AGL/181' MSL.

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## MADERA, CA

MADERA MUNI

DEPARTURE PROCEDURE: Rwy 30, climbing right turn via FRA R-243 to BEREN Int/FRA 18.6 DME then via assigned route. Rwy 12, turn left, climb heading 095° to 1500, continue climb direct CZQ VORTAC, then via assigned route.

#### MAMMOTH LAKES, CA

MAMMOTH YOSEMITE (MMH)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: Rwy 9, std. w/min. climb of 400' per NM to 10700. Rwy 27, std. w/min. climb of 590' per NM to 12200. Rwy 27, NA at night.

DEPARTURE PROCEDURE: Rwy 9, climb heading 094° to 10700, then climbing left turn heading 052° to intercept BIH R-322 northwestbound to NIKOL INT before proceeding on course. Rwy 27, climbing right turn heading 052° to intercept BIH R-322 northwest bound to NIKOL INT before proceeding on course. Note: Rwy 27 NA at night. Do not exceed 250 KIAS until established on 052° heading.

NOTE: Rwy 9, vehicles on roadway 11' from DER, 460' right of centerline, up to 15' AGL/7078' MSL. Tree 4900' from DER, 1057' right of centerline 100' AGL/7283' MSL. Tree 1585' from DER, 659' left of centerline, 100' AGL/7152' MSL. Rwy 27, vehicles on roadway 178' from DER, 461' left of centerline, up to 15' AGL/7160' MSL. Bushes beginning 211' from DER, from 269' left of centerline, up to 15' AGL/7150' MSL. Building 386' from DER, 434' right of centerline, 28' AGL/7155' MSL. Tree 2470' from DER, 642' right of centerline, 100' AGL/7218' MSL.

#### MARINA, CA

23 SEP 2010 to 21 OCT 2010

MARINA MUNI (OAR) ADMT 2 10042 (FAA)

TAKE-OFF MINIMUMS: Rwy 11, std. with a min. climb of 307' per NM to 4500, or 2000-21/2 for climb in visual

DEPARTURE PROCEDURE: Rwy 11, climb heading 108° and SNS VORTAC R-252 to SNS VORTAC, thence..., or for climb in visual conditions: cross Marina Muni Airport at or above 2100, then proceed on SNS VORTAC R-261 to SNS VORTAC, thence... Rwy 29 climb via heading 288° to 1200', then climbing right turn

All aircraft continue climb in SNS holding pattern (West, left turns, 084° inbound) to cross SNS VORTAC at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: Rwy 11, windsock 32' from DER, 386' left of centerline, 8' AGL/148' MSL. Rwy 29, bush 158' from DER, 272' right of centerline, 10' AGL/142' MSL.

#### MARIPOSA, CA

MARIPOSA-YOSEMITE

direct SNS VORTAC, thence...

TAKE-OFF MINIMUMS: Rwy 8, N/A-Obstacles DEPARTURE PROCEDURE: Rwy 26, climb via heading 265° to 3000, then climbing left turn to 7000 direct FRA VORTAC before proceeding on course. NOTE: Rwy 26, tree 10' from departure end of runway, 313' left of centerline, 100' AGL/2265' MSL. Tree 1146' from departure end of runway, 303' left of centerline, 100' AGL/2298' MSL.

#### MARYSVILLE, CA

YUBA COUNTY

DEPARTURE PROCEDURE: All runways, climb direct ILA VORTAC.

#### MERCED, CA

CASTLE (MER)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: Rwy 13, std. w/min. climb of 250' per NM to 2500 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 13, climb heading 126° to 2500 before turning left. For climb in visual conditions: Cross Castle Airport at or above 2200 before proceeding on course. Rwy 31, climb heading 306° to 1100 before turning right.

NOTE: Rwy 13, tree 2539' from departure end of runway, 1005' right of centerline, 89' AGL/261' MSL. Rwy 31, Tree 1274' from departure end of runway, 829' left of centerline, 20' AGL/224' MSL, Trees beginning 2909' from departure end of runway, 542' right of centerline, 65' AGL/269' MSL.

#### MERCED RGNL/MACREADY FIELD (MCE) AMDT 5A 09155 (FAA)

DEPARTURE PROCEDURE: Rwy 12, climbing right turn to 3000 via heading 330° and MOD R-120 to MOD. Rwy 30, climb to 3000 via heading 300° and MOD R-120 to MOD.

#### MODESTO, CA

MODESTO CITY-COUNTY HARRY SHAM FIELD (MOD)

AMDT 5 08269 (FAA)

DEPARTURE PROCEDURE: Rwys 28L, 28R, climb on a heading between 256° CW to 109° from departure end of runway, or minimum climb of 230' per NM to 5000 for all other courses.

NOTE: Rwy 10R, post 55' from departure end of runway, 204' right of centerline, 15' AGL/85' MSL. Multiple trees beginning 180' from departure end of runway, 295' right of centerline, up to 105' AGL/194' MSL. Multiple trees beginning 839' from departure end of runway, 81' left of centerline, up to 88' AGL/148' MSL. Rwy 10L, multiple trees beginning 915' from departure end of runway, 598' right of centerline, up to 87' AGL/167' MSL. Rwy 28R, pole 746' from departure end of runway, 700' right of centerline, 40' AGL/133' MSL. Pole 1414' from departure end of runway, 624' right of centerline, 40' AGL/133' MSL. Multiple trees beginning 2069' from departure end of runway, 378' left of centerline, up to 74' AGL/173' MSL. Building 2176' from departure end of runway, 21' left of centerline, 56' AGL/151' MSL. Rwy 28L, light pole 142' from departure end of runway, 519' left of centerline, 40' AGL/136' MSL. Hanger 358' from departure end of runway, 306' left of centerline, 15' AGL/ 109' MSL. Multiple trees beginning 745' from departure end of runway, 375' left of centerline, up to 79' AGL/173' MSL. Multiple trees, building and antenna beginning 1170' from departure end of runway, 322' right of centerline, up to 57' AGL/152' MSL.

## 10266 MONTAGUE, CA

SISKIYOU COUNTY

TAKE-OFF MINIMUMS: Rwy 17, CAT A, B 2400-2 or std. with a min. climb of 350' per NM to 5500. CAT C,D 4100-2 or std. with a min. climb of 350' per NM to 7400. Rwy 35, 4000-2 or std. with a min. climb of 300' per NM to

DEPARTURE PROCEDURE: Rwy 17, climb direct MOG NDB. Continue climb to 10000 in MOG holding pattern (N, right turns, 172° inbound). Rwy 35, climb to 7000 via runway heading and 352° bearing from MOG NDB, then climbing right turn to 10000 direct MOG NDB. All aircraft depart MOG NDB at or above MEA for route of

#### MONTEREY, CA

MONTEREY PENINSULA (MRY)

AMDT 6 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 10L, std. w/min. climb of 428' per NM to 1900 or 1700-21/2 for climb in visual conditions. Rwy 10R, std. w/min. climb of 451' per NM to 1900 or 1700-21/2 for climb in visual conditions. Rwy 28L, std. w/min. climb of 218' per NM to 800 or 1700-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 10L, climbing left turn heading 020° and SNS VORTAC R-231 to SNS VORTAC before proceeding on course or for climb in

visual conditions, cross Monterey Peninsula airport at or above 1800, then via SNS VORTAC R-231 to SNS VORTAC before proceeding on course. Rwy 10R, climbing left turn heading 020° and SNS VORTAC R-231 to SNS VORTAC before proceeding on course or for climb in visual conditions, cross Monterey Peninsula airport at or above 1800, then via SNS VORTAC R-231 to SNS VORTAC before proceeding on course. Rwy 28L, climbing right turn heading 045° and SNS VORTAC R-260 to SNS VORTAC before proceeding on course or for climb in visual conditions, cross Monterey

Peninsula airport at or above 1800, then via SNS VORTAC R-231 to SNS VORTAC before proceeding on course. Rwy 28R, climbing right turn heading 045° and SNS VORTAC R-260 to SNS VORTAC before proceeding on course.

NOTE: Rwy 10L, obstruction light on DME 555' from DER, 217' right of centerline, 12' AGL/272' MSL. Tree 1.8 NM from DER, 2817' right of centerline, up to 100' AGL/859' MSL. Rwy 10R, obstruction light on DME 64' from DER, 284' left of centerline, 12' AGL/272' MSL. Tree 1.7 NM from DER, 2318' right of centerline, up to 100' AGL/859' MSL. Rwy 28L, tree 743' from DER, 619' left of centerline, up to 100' AGL/240' MSL. Tree 2.9 NM from DER, 2298' left of centerline, up to 100' AGL/640' MSL. Tree 2.9 NM from DER, 4578' left of centerline, 114' AGL/853' MSL. Rwy 28R, airplane 6' from DER, 179' left of centerline, 64' AGL/263' MSL.

#### **MOUNTAIN VIEW, CA**

MOFFETT FEDERAL AFLD

TAKE-OFF MINIMUMS: Rwy 14L, std. with a min. climb of 489' per NM to 6100. Rwy 14R, std. with a min. climb of 495' per NM to 6100. Rwy 32L, std. with a min. climb of 429' per NM to 6100. Rwy 32R, std. with a min. climb of 424' per NM to 6100.

#### NAPA, CA

NAPA COUNTY (APC) AMDT 4 10154 (FAA)

DEPARTURE PROCEDURE: Use NAPAA DEPARTURE.

#### NOVATO, CA

**GNOSS FIELD** 

TAKE-OFF MINIMUMS: Rwv 13, NA, Rwv 31, 500-2 or std. with a min. climb of 250' per NM to 1000. DEPARTURE PROCEDURE: Rwy 31, climbing right turn direct SGD VORTAC before proceeding on course.

#### OAKDALE, CA

OAKDALE

DEPARTURE PROCEDURE: Rwy 10, climbing left turn via heading 020° and LIN VORTAC R-124 to WRAPS INT/LIN 16.66 DME. Climb in WRAPS holding pattern (Northwest, right turn, 124° inbound) to cross WRAPS INT at or above MEA for direction of flight, Rwv 28. climb via heading 276° and LIN VORTAC R-146 to LIN VORTAC cross LIN VORTAC at or above MEA for direction of flight.

NOTE: Rwv 10, terrain beginning 388' from departure end of runway, up to 279' MSL. Rwy 28, powerline 3447' from departure end of runway, 407' right of centerline, 115' AGL/329' MSL.

#### OAKLAND, CA

METROPOLITAN OAKLAND INTL

DEPARTURE PROCEDURE: Rwys 9L,9R,11,15,29, turn right. Rwys 27L,27R, maintain runway heading. Rwy 33, turn left. All aircraft climb to 4000 or above via V107 to COMMO Int. If not at 4000 at COMMO Int. climb in holding pattern (E, right turns, 288° inbound) before proceeding on course.

#### ORLAND, CA

HAIGH FIELD

DEPARTURE PROCEDURE: Rwy 15, climbing left turn. Rwy 33, climbing right turn. All aircraft climb via CIC R-238 to GONGS Int. Aircraft departing GONGS Int 070° CW 240° or 290° CW 360° climb on course. All others climb in GONGS holding pattern (NE, right turns, 238° inbound) to depart GONGS Int at or above: 001° CW 069°, 3200; 241° CW 289°, 2300.

## 10266

OROVILLE, CA OROVILLE MUNI (OVE)

AMDT 2A 09267 (FAA)

TAKE-OFF MINIMUMS: Rwy 1, 1300-2 or std. w/min. climb of 260' per NM to 1700. Rwy 30, 400-134 or std. w/min. climb of 245' per NM to 600.

DEPARTURE PROCEDURE: Rwys 1, 30, climbing left turn heading 170°. Rwys 12, 19, climbing right turn heading 290°. All aircraft climb via MXW R-052 to

TALUM Int/MXW 16.9 DME. Continue climb on course. NOTE: Rwv 1. light poles beginning 1368' from DER. 538'right of centerline, up to 71'AGL/255' MSL. Tree 513' from DER, 603'left of centerline, 52'AGL/236' MSL. Windsock 1143'from DER, 350' right of centerline, 19'

AGL/213'MSL. Ground 191' from DER, 489' right of centerline, 190' MSL. Rwy 12, light on pole 128' from DER, 293'right of centerline, 27'AGL/203' MSL. Rwy 19, pole 902' from DER, 655' right of centerline, 36' AGL/ 217' MSL. Vehicle on road 819' from DER, 376' left of centerline, 15' AGL/203' MSL. Rwy 30, obstruction light on transmission tower 1.4 NM from DER, 1825'right of centerline, 250' AGL/442' MSL. Tree 642' from DER, 638' left of centerline, 52' AGL/244' MSL.

#### PALO ALTO, CA

PALO ALTO AIRPORT OF SANTA CLARA COUNTY

DEPARTURE PROCEDURE: Rwy 13, turn left.

Rwy 31, turn right. All aircraft climb direct SJC VOR/ DME before proceeding on course.

#### PETALUMA, CA

PETALUMA MUNI

23 SEP 2010 to 21 OCT 2010

DEPARTURE PROCEDURE: Rwv 11, climb to 2400 or above direct SGD VORTAC. Rwy 29, climb runway heading to 1500 then climbing left turn to 3000 direct SGD VORTAC. All aircraft continue climb to MEA for route of flight.

#### PLACERVILLE, CA

PLACERVILLE (PVF)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: Rwy 5, NA-obstacles. DEPARTURE PROCEDURE: Rwy 23, climb to 5000 via HNW R-226 then climbing right turn via HNW R-226 to HNW VOR/DME. Aircraft departing HNW VOR/DME R-180 CW R-303 climb on course; all others climb in

HNW VOR/DME holding pattern (Hold SW, right turn, 048° inbound) to cross HNW VOR/DME at or above MEA/MCA for direction of flight before proceeding en

NOTE: Rwy 23, hangar 20' from departure end of runway, 340' right of centerline, 27' AGL/2586' MSL.

#### PORTERVILLE, CA

PORTERVILLE MUNI

TAKE-OFF MINIMUMS: Rwy 12, 200-1 or std. with a min, climb rate of 220' per NM to 600.

DEPARTURE PROCEDURE: Rwy 12, climbing right turn. Rwy 30, climbing left turn. All aircraft climb direct to TTE VOR/DME. Aircraft departing TTE R-146 CW R-330 climb on course. All others, continue climb in TTE holding pattern (NW, right turns, 143° inbound) to cross: TTE R-331 CW R-060, 8600; R-061 CW R-145, 7000.

RED BLUFF, CA

RED BLUFF MUNI

TAKE-OFF MINIMUMS: Rwv 33, CATS C.D 2500-2 or std. with a min. climb of 300' per NM to 3300. DEPARTURE PROCEDURE: Rwy 15, climb direct RBL

VORTAC. Rwy 33, climbing right turn direct RBL VORTAC. All aircraft departing RBL R-091 CW R-200 climb on course. All others climb in RBL holding pattern (S, right turns, 341° inbound) to depart RBL VORTAC at or above: R-021 CW R-060, 4500; R-061 CW R-090,

2100; R-201 CW R-270, 4000; R-271 CW R-020, 2400.

#### REDDING, CA

REDDING MUNI

DEPARTURE PROCEDURE: Rwy 12, climb heading 122° and RBL R-344 to RBL VORTAC to 3000 before proceeding on course. Rwy 16, climbing left turn heading 110° and RBL R-344 to RBL VORTAC to 3000 before proceeding on course. Rwys 30, 34, climbing right turn heading 110° and RBL R-344 to RBL VORTAC to 3000 before proceeding on course. NOTE: Rwy 12, multiple trees and bush 86' from

departure end of runway, 174' left of centerline up to 87'

AGL/576' MSL, fence and equipment 282' from departure end of runway, 330' left of centerline, up to 8' AGL/500' MSL. Rwy 30, multiple trees beginning 1936' from departure end of runway, 210' left of centerline, up to 94' AGL/594' MSL, multiple trees beginning 1686' from departure end of runway, 326' right of centerline, 68' AGL/568' MSL. Multiple poles and antenna on hangar beginning 289' from departure end of runway,

385' left of centerline up to 34' AGL/534' MSL. Rod on pole 850' from departure end of runway, 524' right of centerline, 36' AGL/536' MSL. Powerline 2419' from departure end of runway, 1091' left of centerline 84' AGL/ 584' MSL. Hangar 1126' from departure end of runway, 528' left of centerline, 37' AGL/537' MSL. Rwy 34, sign 98' from departure end of runway, 356' left of centerline 5' AGL/510' MSL, tree 588' from departure end of runway, 483' left of centerline 16' AGL/521' MSL.

#### RIO VISTA, CA RIO VISTA MUNI

DEPARTURE PROCEDURE: Rwv 7. turn left. Rwys 14,25,32 turn right. All aircraft climb direct SAC VORTAC.

#### SACRAMENTO, CA

MC CLELLAN AIRFIELD (MCC) AMDT 1 08101 (FAA) TAKE-OFF MINIMUMS: STANDARD

10266 NOTE: 559' frost fan 3000' east southeast runway 12.



#### SACRAMENTO, CA (CON'T)

SACRAMENTO EXECUTIVE (SAC)

ORIG 08325 (FAA)

NOTE: Rwv 2, multiple trees 1128' from departure end of runway, 108' left of centerline, up to 76' AGL/96' MSL. Antenna 1376' from departure end of runway, 663' left of centerline, 51' AGL/71' MSL. Trees 1858' from departure end of runway, 137' right of centerline, 73' AGL/93' MSL. Rwy 12, multiple trees 518' from departure end of runway, 26' left of centerline, up to 83'AGL/98' MSL. Light pole 507' from departure end of runway, 336' left of centerline, 37' AGL/52' MSL. Transmission pole 3971' from departure end of runway 647' left of centerline, 130' AGL/ 154' MSL. Multiple trees 475' from departure end of runway, 476' right of centerline up to 97' AGL/112' MSL Light poles 711' from departure end of runway, 241' right of centerline, 36' AGL/51' MSL. Rwy 16, light pole 22' from departure end of runway, 481'left of centerline, 38' AGL/53' MSL, Antenna 540' from departure end of runway, 516' left of centerline, 53' AGL/67' MSL. Multiple trees beginning 1317' from departure end of runway, 36' left of centerline, up to 78' AGL/88' MSL. Multiple trees beginning 588' from departure end of runway, 195' right of centerline, up to 67' AGL/77' MSL. Rwy 20, multiple trees beginning 850' from departure end of runway, 626' left of centerline, up to 92' AGL/107' MSL. Multiple trees beginning 714' from departure end of runway, 515' right of centerline, up to 66' AGL/81' MSL. Rwy 30, obstruction light on hangers 460' from departure end of runway, 360' right of centerline, 25' AGL/43' MSL. Multiple trees beginning 631' from departure end of runway, 195' right of centerline, up to 56' AGL/74' MSL. Multiple trees beginning 1331' from departure end of runway, 247' left of centerline, up to 90' AGL/110' MSL. Antenna on building 1543' from departure end of runway, 442' left of centerline, 47' AGL/67' MSL. Rwy 34, trees 1724' from departure end of runway, 854' left of centerline, 56' AGL/74' MSL. Tree 2233' from departure end of runway, 1062' right of centerline, 79' AGL/99'

#### SACRAMENTOINTL

MSL.

23 SEP 2010 to 21 OCT 2010

DEPARTURE PROCEDURE: Rwy 16L, climb via heading 164° to 800 before turning east.

#### SACRAMENTO MATHER

DEPARTURE PROCEDURE: Rwys 4L,4R, climbing right turn direct SAC VORTAC. Rwys 22 L,22R climb direct SAC VORTAC.

#### SALINAS, CA

SALINAS MUNI

TAKE-OFF MINIMUMS: Rwys 3, 14, 21, 32, NA. Rwy 8, CAT C, D 3600-2 or std. with a min. climb of 420' per NM to 4100. Rwy 13, CAT C, D 3600-2 or std. with min. climb of 500' per NM to 4000. Rwy 31, RVR/24, FAR

DEPARTURE PROCEDURE: Rwys 8, 13, 26, turn right. Rwy 31, turn left. Climb on SNS R-275 to 2000, then climbing right turn to cross SNS VORTAC at or above 3000.

#### SAN ANDREAS, CA

CALAVERAS CO-MAURY RASMUSSEN FIELD

TAKE-OFF MINIMUMS: Rwy 13, 1800-5 or std. with a min. climb of 290' per NM to 3100.

DEPARTURE PROCEDURE: Rwy 13, climb runway heading to 3100, then climbing right turn via LIN R-085 to LIN VORTAC. Rwy 31, climb via heading 311° to 3000, then climbing left turn via Linden (LIN) VORTAC R-029 to LIN VORTAC.

#### SAN CARLOS, CA

SAN CARLOS (SQL) AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 30, NA.

DEPARTURE PROCEDURE: Rwy 12, climbing left turn via heading 120° and SJC VOR/DME R-281 to SJC VOR/DME before proceeding on course.

NOTE: Rwy 12, ground 0' from DER, 148' left of centerline, 0' AGL/11' MSL, Building 2' from DER, 167' right of centerline, 27' AGL/30' MSL. Levee beginning 117' from DER, 90' left of centerline, up to 12' AGL/12' MSL. Pole 715' from DER, 294' right of centerline, 34' AGL/38' MSL. Tower 1674' from DER, 741' right of centerline, 106' AGL/111' MSL.

## SAN FRANCISCO, CA

SAN FRANCISCO INTL

TAKE-OFF MINIMUMS: Rwy 19L, 2000-2 or std. with a min, climb of 520' per NM to 2300, Rwy 19R, 2000-2 or std. with a min. climb of 500' per NM to 2300.

Rwvs 28L, 28R, 800-2 or std, with a min, climb of 270'

DEPARTURE PROCEDURE: Rwys1L,1R,28L,28R, climb runway heading to 2000. Rwys 10L,10R,19L, 19R, climbing left turn via heading 050° and SFO R-090. All aircraft continue climb on course.

#### SAN JOSE, CA

NORMAN Y MINETA SAN JOSE INTL (SJC) AMDT 6B 10238 (FAA)

TAKE-OFF MINIMUMS: Rwys 11, 12R, 400-21/2 or std. with a min. climb of 260' per NM to 500. Rwy 12L, 400-134 or std. with a min, climb of 278 per NM to 500. DEPARTURE PROCEDURE: Rwys11,12L,12R, climbing right turn via heading 315° to 2000, then via OAK R-135 to OAK VORTAC before proceeding on course. Rwys 29, 30L, 30R, Climb via heading 312° to 2000, then via OAK R-132 to OAK VORTAC before proceeding on course.

NOTE: Rwv 11, tree 1837' from DER, 230' right of centerline, 61' AGL/116' MSL. Tree 3410' from DER, 306' right of centerline, 92' AGL/154' MSL. Rwy 12L, trees 286' from DER, 68' right of centerline, up to 62' AGL/124' MSL. Multiple trees and antennas beginning 191' from DER, 228' left of centerline, up to 82' AGL/144' MSL. Tower 1731' from DER, 729' left of centerline, 86' AGL/153' MSL. Tower 3047' from DER, 543' left of centerline, 73' AGL/144' MSL. Light on blast fence 156' from DER, 57' left of centerline, 11' AGL/73' MSL. Light pole 191' from DER, 81' left of centerline, 16' AGL/78' MSL. Building 1.34 NM from DER, 1008' left of centerline, 243' AGL/329' MSL. Rwy 12R, multiple trees 269' from DER, 149' right of centerline, up to 80' AGL/ 100' MSL. Multiple trees 285' from DER, 193' left of centerline, up to 82' AGL/144' MSL. Pole 1948' from DER, 688' right of centerline, 66' AGL/128' MSL, Pole 1597' from DER, 685' right of centerline, 56' AGL/118' MSL. Obstruction light on blast fence 45' from DER. 115' right of centerline, 13' AGL/75' MSL. Vehicles on road 338' from DER, left and right of centerline, up to 17' AGL/82' MSL. Pole 1273' from DER, 279' right of centerline, 42' AGL/104' MSL. Obstruction light on localizer, 10' from DER, on centerline, 6' AGL/68' MSL. Tower 3046' from DER, 1243' left of centerline, 82' AGL/ 144' MSL. Building 1.34 NM from DER 1708' left of centerline, 243' AGL/329' MSL. Rwy 29, tree 2252' from DER, 114' left of centerline, 86' AGL/125' MSL. OL on GS 821' from DER, 400' right of centerline, 35' AGL/74'

Rwy 30L, multiple antennas, poles, towers, and trees beginning 1014' from DER, 350' left of centerline, up to 59' AGL/94' MSL. Multiple antennas, poles, and trees beginning 1279' from DER, 379' right of centerline, up to 52' AGL/88' MSL. Rwy 30R, multiple antennas, fences, and poles beginning 139' from DER, 40' right of centerline, up to 95' AGL/124' MSL. Multiple poles and trees beginning 185' from DER, 38' left of centerline, up to 51' AGL/85' MSL.

REID-HILLVIEW OF SANTA CLARA COUNTY TAKE-OFF MINIMUMS: Rwys 13L, 13R, NAenvironmental.

DEPARTURE PROCEDURE: Use DECOT DEPARTURE.

#### SAN MARTIN, CA

SOUTH COUNTY AIRPORT OF SANTA CLARA COUNTY

TAKE-OFF MINIMUMS: Rwy 14, NA. Rwy 32, 400-2 or std. with a min. climb of 350' per NM to 4000. DEPARTURE PROCEDURE: Rwv 32, all aircraft climb runway heading to 2200, aircraft departing northwest via V-485, climbing left turn to 4600, heading 270° to intercept SJC R-121 (V-485) to SJC VOR/DME proceed on course; aircraft departing southeast via V-485, climbing left turn to 4600, heading 170° to intercept SJC R-121 (V485) southeast bound to GILRO Intand proceed on course.

#### SANTA ROSA, CA

CHARLES M. SCHULZ-SONOMA COUNTY

TAKE-OFF MINIMUMS: Rwy 1, std. with a min. climb of 267' per NM to 2400, or 1000-21/2 for climb in visual conditions. Rwy 32, std. with a min. climb of 314' per NM to 2400, or 1000-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 1, 32, climbing left turn heading 164°, thence...or climb in visual conditions to cross the STS VOR/DME southwestbound at or above 1100, thence... Rwy 14, climbing right turn heading 250°, thence...Rwy 19, climb on heading 190°, thence... ...intercept and climb via STS R-202 to FREES INT. cross FREES at or above MEA for route of flight or continue climb in FREES holding pattern (SE, right turns, PYE VORTAC 334.73 inbound) to MEA for route of flight.

NOTE: Rwy 1, tree 739' from departure end of runway, 525' left of centerline, 40' AGL/141' MSL. Rwy 14, multiple trees beginning 321' from departure end of runway, 421' left of centerline up to 73' AGL/172' MSL. Tree 2113' from departure end of runway, 721' right of centerline, 77' AGL/176' MSL. Rwy 19, posts 39' from departure end of runway, 259' right of centerline, 7' AGL/ 126' MSL. Multiple trees beginning 1482'from departure end of runway, 461' right of centerline, up to 100 'AGL/253' MSL. Multiple trees beginning 1666' from departure end of runway, 58' left of centerline, up to 55' AGL/257' MSL. Rwy 32, windsock 39' from departure end of runway, 341' left of centerline, 25' AGL/133' MSL Multiple trees beginning 810' from departure end of runway, 87' right of centerline up to 50' AGL/205' MSL. Multiple trees beginning 2419' from departure end of runway, 167' left of centerline, up to 50' AGL/216' MSL.

#### SOUTH LAKE TAHOE, CA

**LAKE TAHOE** 

TAKE-OFF MINIMUMS: Rwy 18, 4000-3 or std. with min. climb of 700' per NM to 9800. Rwy 36, 2700-3 or std. with a min. climb of 400' per NM to 8300.

DEPARTURE PROCEDURE: Rwy 18, climb runway heading to 9800, then continue climbing right turn via heading 280° and SWR R-152 to SWR VOR/DME. Rwy 36, climb runway heading to 8300, then continue climbing left turn via heading 340° and SWR R-102 to SWR VOR/DME. Then all aircraft proceed on course.

# 10266

#### STOCKTON, CA

STOCKTONMETROPOLITAN(SCK)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: Rwy 29R, 300-114 or std. w/ min. climb of 210' per NM to 300 or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to departure end of runway.

NOTE: Rwy11L, truck on road 199' from departure end of runway, 439' left of centerline, 15' AGL/49' MSL. Obstruction light on blast fence and antenna on building beginning 294' from departure end of runway, 39' right of centerline, up to 20' AGL/50' MSL. Rwy 29L, antenna on building 2956' from departure end of runway, 1204' left of centerline, 90' AGL/117' MSL. Stack 5562' from departure end of runway, 1721' right of centerline, 143' AGL/171'MSL. Rwy 29R, obstruction light on grain elevator, 1.0 NM from departure end of runway, 1882' left of centerline, 161' AGL/191' MSL. Light tower and rod on field light tower beginning 245' from departure end of runway, 1'left of centerline up to 44' AGL/71' MSL. Stacks and light on silo beginning 256' from departure end of runway, 381' right of centerline, up to 144' AGL/ 171'MSL.

#### SUSANVILLE, CA

SUSANVILLE MUNI

DEPARTURE PROCEDURE: Use AMEDEE DEPARTURE.

#### TRACY, CA

TRACY MUNI (TCY)

AMDT 3 09295 (FAA)

TAKE-OFF MINIMUMS: Rwv 26, 700-3 or std. w/a min. climb of 320' per NM to 1000.

DEPARTURE PROCEDURE: Rwy 8, climb to 3000 via heading 073° and MOD VOR/DME R-264 to MOD VOR/DME before proceeding on course. Rwy 12, climbing left turn to 3000 to intercept MOD VOR/DME R-264 to MOD VOR/DME before proceeding on course. Rwy 26, climbing right turn to 3000 via heading 150° and MOD VOR/DME R-264 to MOD VOR/DME before proceeding on course. Rwy 30, climbing right turn to 3000 via heading 150° to intercept MOD VOR/ DME R-264 to MOD VOR/DME before proceeding on

NOTE: Rwv 8, tree 472' from DER, 198' left of centerline, 50' AGL/194' MSL, Fence 167' from DER, 8' right of centerline, 25' AGL/176' MSL. Vehicle on road 241' from DER, 412' left of centerline, 15' AGL/183' MSL. Vehicles on roads starting 241' from DER, 7' right of centerline, up to 15' AGL/189' MSL. Poles starting 403' from DER, 204' left of centerline, up to 54' AGL/208' MSL. Poles starting 727' from DER, 49' right of centerline, up to 54' AGL/212' MSL. Rwy 12, trees starting 436' from DER, 251' right of centerline, up to 72' AGL/253' MSL. Conveyor 1995' from DER, 504' left of centerline, 66' AGL/270' MSL. Poles starting 832' from DER, 396' right of centerline, up to 56' AGL/240' MSL. Obstruction light on hopper 1934' from DER, 274' right of centerline, 74' AGL/255' MSL. Vehicles on road starting 133' from DER, 272' left of centerline, up to 15' AGL/206' MSL. Fence 32' from DER 405' left of centerline, 25' AGL/194' MSL. Rwy 26, tree 1173' from DER, 180' right of centerline, 35' AGL/234' MSL. Trees starting 1067' from DER, 125' left of centerline, up to 35' AGL/794' MSL. Vehicle on road 236' from DER, 150' left of centerline, 15' AGL/214' MSL. Fence 69' from DER, 133' left of centerline, 23' AGL/203' MSL. Rising terrain 11105' from DER, 2814' left of centerline.

Rwy 30, trees starting 438' from DER, 30' right of centerline, up to 35' AGL/209' MSL, Tree 1079' from DER, 82' left of centerline, 35' AGL/214' MSL Obstruction light on hopper 985' from DER, 353' right of centerline, 72' AGL/236' MSL. Bush 195' from DER, 364' left of centerline, 25' AGL/189' MSL. Light pole 1149' from DER, 160' left of centerline, 47' AGL/211' MSL. Obstruction light on building 2289' from DER, 65' right of centerline, 74' AGL/238' MSL.

## TRAVIS AFB (KSUU)

FAIRFIELD, CA. . . . . . . . . . . . . . . 10070 All Rwy: Comply with assigned SID or ATC radar vectors.

TAKE-OFF OBSTACLES: Rwy 3L, Potential vehicle, 15' AGL/72' MSL, 616' from DER, 289' left of centerline. Potential vehicle, 15' AGL/71' MSL, 615' from DER, 267' right of centerline. Rwy 21L, Light pole 15' AGL/83' MSL, 148' from DER, 546' left of centerline. Light pole

15' AGL/84' MSL, 346' from DER, 547' left of centerline. Light pole 15' AGL/84' MSL, 521' from DER, 548' left of centerline, Light pole 15' AGL/83' MSL, 702' from DER. 549' left of centerline. Light pole 15' AGL/84' MSL, 880' from DER, 549' left of centerline, Light pole 15' AGL/85' MSL, 926' from DER, 661' left of centerline. DEPARTURE PROCEDURE: Rwy 3L, Climbon a heading between 344° CW to 137° from DER. Rwy 3R,

## DER TRUCKEE, CA

TRUCKEE-TAHOE (TRK)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: Rwvs 10.19. NA-obstacles. DEPARTURE PROCEDURE: Rwys 1, 28, use TRUCK DEPARTURE.

Climb on a heading between 328° CW to 140° from

#### TULARE, CA

MEFFORD FIELD

DEPARTURE PROCEDURE: Rwy 13, climbing right turn. Rwy 31, climbing left turn. All aircraft climb direct to VIS VOR/DME. Aircraft departing VIS R-001 CW R-140 continue climb in VIS holding pattern (E, right turns, 287° inbound) to cross VIS VOR/DME at or above 4000. All other aircraft climb on course.

#### UKIAH, CA

23 SEP 2010 to 21 OCT 2010

UKIAH MUNI

TAKE-OFF MINIMUMS: Rwy 15, NA. Rwy 33, 300-1 and min. climb of 350' per NM to 4000.

DEPARTURE PROCEDURE: Climb to 4000 via heading 350° then climbing left turn to 6000 direct ENI.

#### VACAVILLE, CA

NUT TREE (VCB)

AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 20, std. w/min. climb of 424' per NM to 1600, or 1200-21/2 for climb in visual

DEPARTURE PROCEDURE: Rwy 2, climbing right turn to intercept SAC R-242 to SAC VORTAC, to 2000 before proceeding on course. Rwy 20, climbing left turn to intercept SAC R-242 to SAC VORTAC, to 2000 before proceeding on course, or, for climb in visual conditions: cross Nut Tree Airport eastbound at or above

1300, then climb to 2000 via SAC R-242 to SAC VORTAC, proceed on course. NOTE: Rwy 2, trees beginning 222' from DER, 514' left of centerline up to 106' AGL/225' MSL, Light pole 337'

from DER, 534' left of centerline, 28' AGL/147' MSL. Rwy 20, pole 161' from DER, 500' left of centerline, 120' AGL/239' MSL. Trees beginning 269' from DER, 335'

left of centerline, up to 117' AGL/236' MSL. Pole 777' from DER, 436' left of centerline, 119' AGL/238' MSL, Windsock 6' from DER, 166' right of centerline, 8' AGL/ 127' MSL. Fence 193' from DER, 202' right of

centerline, 3' AGL/122' MSL.

VISALIA, CA

VISALIA MUNI (VIS)

AMDT 3 09239 (FAA)

DEPARTURE PROCEDURE: Rwv 12. climbing right turn via heading 230° to 2000 to intercept V23. Rwy 30, climbing left turn via heading 230° to 2000 to intercept

NOTE: Rwy 12, tree 774' from DER, 618' right of centerline, 46' AGL/340' MSL, Tree 1327' from DER. 823' left of centerline, 55' AGL/349' MSL. Rwy 30, multiple trees beginning 179' from DER, 260' left of centerline, up to 54' AGL/343' MSL. Antenna on building 285' from DER, 250' right of centerline, 16' AGL/305' MSL. Truck on road 522' from DER, on centerline, 17' AGL/342' MSL. Railroad 690' from DER, 549' left of centerline, 23' AGL/317' MSL. Multiple trees beginning 876' to 3029' from DER, 341' to 461' left of centerline, up to 90' AGL/379' MSL. Multiple trees beginning 1886' from DER, 103' right of centerline, up to 58' AGL/347' MSL.

#### WATSONVILLE, CA

WATSONVILLE MUNI

TAKE-OFF MINIMUMS: Rwy 2, 1100-2 CAT A,B, 1900-2 CAT C,D or std. with a min. climb of: CAT A,B 330 per NM to 2200; CAT C.D 460' per NM to 2400, Rwv 8. std. with a min. climb of 290' per NM to 2200. Rwy 20, std, with a min, climb of 330' per NM to 2200, Rwy 26.

std, with a min, climb of 330' per NM to 2200. DEPARTURE PROCEDURE: Rwy 2 climbing right turn. Rwy 20, climb runway heading. Rwy 26, climbing left turn. All aircraft intercept 212° bearing from PAJAR NDB and climb to cross MOVER Int at or above 2200.

Climb in MOVER INT holding pattern (NE, right turns, 212° inbound) until reaching MEA or assigned altitude. NOTE: Rwy 2, 40' AGL pole 17' from departure end of runway, 340' left of centerline. Rwy 8, 189' AGL tower 4696' from departure end of runway, 1200' right of centerline. Rwy 20,106' AGL tree 954' from departure end of runway, 550' left of centerline. Rwy 26, 174' AGL tree 625' from departure end of runway, 580' left of centerline.

#### WILLITS, CA

ELLS FIELD-WILLITS MUNI

DEPARTURE PROCEDURE: Rwv 16. use MENDOCINO RNAV DEPARTURE. Rwy 34, use FLUEN RNAV DEPARTURE.

#### WILLOWS, CA

WILLOWS-GLENN COUNTY (WLW) AMDT 1A 10182 (FAA)

DEPARTURE PROCEDURE: Rwy 13, climbing right turn. Rwy 16, climb heading 161°. Rwys 31, 34, climbing left turn. All aircraft climb direct to MXW VORTAC. Aircraft departing MXW Vortac R-330 CW R-220, climb

pattern (S, 350° inbound, left turns) to depart MXW Vortac 220° CW 290°, 6500, 291° CW 330°, 5500. NOTE: Rwy 34, 55' AGL pole 530' from DER, 430' right of centerline. Pole 917' from DER, 404' right of centerline,

on course. All others continue climb in MXW holding

55'AGL/193'MSL.

#### WOODLAND, CA

10266

WATTS-WOODLAND (O41)

AMDT 3 09127 (FAA)

DEPARTURE PROCEDURE: Rwy 18, climb heading 185° and ILA R-151 to EMBER INT/ILA 48 DME before proceeding on course. Rwy 36, climbing left turn via

heading 320° and ILA R-145 to ILA VORTAC before proceeding on course.

NOTE: Rwy 18, tree 2478' from DER, 283' right of centerline, 100' AGL/249' MSL. Vehicle on road 192' from DER, on centerline, 15' AGL/144' MSL. Rwy 36, tree 453' from DER, 69' left of centerline, 100' AGL/224' MSL, Vehicle on road 350' from DER, on centerline, 15' AGL/134' MSL. Tree 4489' from DER, 1688' left of centerline, 100' AGL/234' MSL.



INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below, Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME

SEP 2010 to 21 OCT 2010

TAKE-OFF MINIMUMS

#### APPLE VALLEY, CA

APPLE VALLEY

TAKE-OFF MINIMUMS: Rwy 36, 300-1 or std. with a min. climb gradient of 340' per NM until 5800.

Rwy 8,18,26, NA.

DEPARTURE PROCEDURE: Use EXCON ONE RNAV DEPARTURE, Rwv 8.18.26. NA.

#### AVALON, CA

**CATALINA** 

DEPARTURE PROCEDURE: Rwvs 4.22, climb straight ahead to 2300 then proceed on course.

#### BAKERSFIELD, CA

BAKERSFIELD MUNI

TAKE-OFF MINIMUMS: Rwy 16, 300-1 or std. with a min. climb of 230' per NM to 500. Rwy 34, 400-2 or std. with a min. climb of 400' per NM to 800.

DEPARTURE PROCEDURE: Rwy 16, turn right. Rwy 34, turn left. All aircraft climb direct EHF VORTAC. Aircraft departing EHF R-120 CW R-360, climb on course, all others continue climb in EHF VORTAC holding pattern (NW, right turns, 144° inbound) to cross EHF at or above 4000, before proceeding on course.

NOTE: 120' powerlines on centerline, 2551' from departure end of runway 16.

#### TAKE-OFF MINIMUMS NAME BAKERSFIELD, CA (CON'T)

MEADOWS FIELD

DEPARTURE PROCEDURE: All aircraft climbing right turn direct EHF VORTAC. Aircraft departing EHF R-180 CW R-350 climb on course. All others continue climb northwestbound via EHF R-324, then climbing left turn to cross EHF VORTAC at or above: EHF R-110 CWR-1793000; EHFR-351 CW R-1094000.

#### **BIG BEAR CITY, CA**

**BIG BEAR CITY** 

TAKE-OFF MINIMUMS: Rwy 8, 1200-2 or std. with a min. climb of 282' per NM to 8000. Rwy 26, NA. DEPARTURE PROCEDURE: Use OKACO RNAV DEPARTURE. Rwy 26, NA.

#### BLYTHE, CA

**BLYTHE** 

TAKE-OFF MINIMUMS: Rwy 26, 700-2 or std. with a min. climb of 330' per NM to 1100. DEPARTURE PROCEDURE: Rwys 8,17,35, turn right. Rwy 26, turn left, climb to 1500 via heading 180° and BLH R-120, then climbing left turn direct BLH VORTAC, MCA 2000.

#### **BORREGO SPRINGS, CA**

**BORREGO VALLEY (L08)** 

AMDT 2 08101 (FAA)

DEPARTURE PROCEDURE: Use 7UNGU DEPARTURE (RNAV).

#### BRAWLEY, CA

**BRAWLEY MUNI** 

TAKE-OFF MINIMUMS: Rwy 26, NA.

DEPARTURE PROCEDURE: Rwy 8, turn right. Climb to 3000 via IPL R-009 to IPL VORTAC, then climb on course

#### **BURBANK, CA**

BOB HOPE (BUR)

AMDT 4A 10238 (FAA)

TAKE-OFF MINIMUMS: Rwy 8, Cats A, B 1500-2 or std. with 480' per NM to 2400. Cats C, D 2300-2 or std. with 650' per NM to 3200. Rwy 15, 1300-2 or std. with 290' per NM to 2100. Rwy 26, 200-11/4 or std. w/min. climb of 212' per NM to 1000, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER. Rwv 33, 1100-2 or std. w/min, climb of 441' per NM to 2000.

DEPARTURE PROCEDURE: Rwv 26, climb direct VNY VOR/DME, Rwvs 8.15, climbing right turn, Rwv 33, climbing left turn direct to VNY VOR/DME. All aircraft continue climb to MEA. North/westbound via V326 to GINNA Int, south/eastbound via V186 to DARTS Int.

#### CALIFORNIA CITY, CA

CALIFORNIA CITY MUNI

DEPARTURE PROCEDURE: Use CALIFORNIA CITY (RNAV) DEPARTURE.

#### CALIPATRIA. CA

23 SEP 2010 to 21 OCT 2010

CLIFF HATFIELD MEMORIAL

DEPARTURE PROCEDURE: Rwv 8. climb runwav heading to 400', then climbing right turn to 3000 via heading 200° and IPLR-336 to IPL VORTAC. Rwy 26, climb runway heading to 400', then climbing left turn to 3000 via IPLR-336 to IPL VORTAC.

#### CAMARILLO, CA

**CAMARILLO** 

TAKE-OFF MINIMUMS: Rwy 8, 1100-2 or std. with a min, climb of 250' per NM to 1500.

DEPARTURE PROCEDURE: Rwy 8, climb to 2500 via CMA R-061, Rwy 26, climbing right turn to 2500 via CMA R-265, All aircraft climbing left turn direct CMA VOR/DME. Continue climb on course to assigned altitude

#### **CAMP PENDLETON MCAS (MUNN FIELD)** (KNFG)

RWY 3: Diverse departures not authorized. RWY 21: Cross DER 35' AGL/96' MSL or above.

Diverse departure authorized between 199° to 226° CW Civil standard with minimum obstacle climb of 500 ft/ NM to 1000': Military standard with minimum obstacle climb of 430 ft/NM to 800', 800-2 ceiling and vis authorized in lieu of minimum climb rate.

TAKE-OFF OBSTACLES: RWY 3: Multiple trees up to 101' AGL/165' MSL, beginning 2180' from DER, 490' to 700' right of centerline. Tree 66' AGL/141' MSL, 2209' from DER, 207' left of centerline. Tree 101' AGL/164' MSL, 2286' from DER, 506' right of centerline. Antenna 276' MSL, 4525' from DER, 1233' left of centerline. Terrain 739' MSL, 4.02 NM from DER, 3721' left of centerline, RWY 21: Terrain 219' MSL, 3790' from DER, 815' left of centerline. Terrain 399' MSL, 5598' from DER, 1853' left of centerline, Terrain 530' MSL, 1.5 NM from DER, 943' right of centerline, Antennas and Tower up to 50' AGL/623' MSL, beginning 1.5 NM from DER, 2390' to 2745' right of centerline, Multiple Pylons and Terrain up to 50' AGL/606' MSL, beginning 1.6 NM from DER, 1022' to 1605' right of centerline. TACAN 70' AGL/560' MSL, 1.75 NM from DER, 90' right of centerline. Trees 43' AGL/104' MSL, 552' from DER, 182' right of centerline. Trees 63' AGL/ 124' MSL, 836' from DER, 714' left of centerline. Trees 40' AGL/101' MSL, 502' from DER, 273' left of centerline.

#### CARLSBAD, CA

MCCLELLAN-PALOMAR

TAKE-OFF MINIMUMS: Rwv 6, 1400-2 or std. with a min, climb of 260' per NM to 2100.

DEPARTURE PROCEDURE: Rwv 6. climbing left turn to 3100 heading 245°. Rwy 24, climb runway heading to 2800. All aircraft climb on course.

#### CHINA LAKE NAWS (ARMITAGE FLD)(KNID)

RIDGECREST, CA ...... 10266 Diverse departures not authorized, use published departure.

#### CHINO, CA

CHINO

TAKE-OFF MINIMUMS: Rwy 3, std. with a min. climb of 270' per NM to 4800. Rwys 8L/R, std. with a min. climb of 270' per NM to 4800. Rwy 21, Cat A/B std. with a min climb of of 290' per NM to 4800, Cat C/D std. with a min. climb of 400' per NM 4800. Rwys 26L/R, Cat A/B std. with a min, climb of 270' per NM to 4800, Cat C/D std. with a min. climb of 410' per NM to 4800.

DEPARTURE PROCEDURE: Rwys 3, 8L/R, climbing right turn direct PDZ VORTAC. Rwys 21,26L/R, climbing left turn direct PDZ VORTAC. All aircraft climb in PDZ VORTAC holding pattern (Hold E, right turns, 258° inbound) to the appropriate MEA. NOTE: 108' AGL trees 1200' from departure end of

runway 3, 600' left of centerline.

10266

#### CORONA, CA

CORONA MUNI

TAKE-OFF MINIMUMS: Rwy 7, 1000-2 or std. with a min. climb of 310' per NM to 1700. Rwy 25, 600-2 or std. with a min. climb of 280' per NM to 1200.

DEPARTURE PROCEDURE: Rwy 7, climbing left turn. Rwy 25, climbing right turn. All aircraft continue climb direct to PDZ VORTAC, Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ VORTAC holding pattern (Hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-141 CW R-230 4000, R-281 CWR-0906700.

#### DAGGETT, CA

BARSTOW-DAGGETT (DAG)

AMDT 3 10210 (FAA)

DEPARTURE PROCEDURE: Use DAGGETT DEPARTURE.

#### DELANO, CA

DELANO MUNI (DLO)

AMDT 3A 08129 (FAA)

TAKE-OFF MINIMUMS: Rwv 32, 400-1 or std. with a min, climb rate of 390' per NM to 400.

DEPARTURE PROCEDURE: Rwy 14, Climb via heading 140° and EHF VORTAC R-324 to 3000 before proceeding on course. Rwy 32, climb via heading 320° and EHF VORTAC R-324 to 3000 before proceeding on

NOTE: 65' AGL tree 600' from departure end of runway, 500' left of centerline runway 14.

#### **EDWARDS AF AUX NORTH BASE (9L2)**

EDWARDS, CA

SEP 2010 to 21 OCT 2010

Rwy 6-24, climb on course, cross 15 NM from ARP at orabove 4500.

#### EDWARDS AFB (KEDW)

Rwy 4L/R, Radar Required, Climb 340/NM to 5500, track inbound on EDW R-223 to EDW VORTAC, then out EDW R-043. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500. Rwy 22L/R, Radar and DME Required. CAT ABC track outbound EDW R-223. At 12 DME turn right heading 020, intercept EDW R-247 to EDW VORTAC. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500, CAT DE track outbound EDW R-223, At 12 DME turn right, intercept EDW R-247 to EDW VORTAC. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500.

#### EL CENTRO NAF (KNJK)

EL CENTRO, CA . . . . . . . . .

Diverse Departures not authorized.

DEPARTURE PROCEDURE: All Rwys, use published departure procedure or if ceiling and visibility is below 2100-21/2, make climbing turn direct IPL VORTAC within 3.6 DME of NJK TACAN and expect radar vectors to join assigned route. Expect filed altitude 10 minutes after departure. Cross IPL VORTAC at or below 7000.

#### **EL MONTE, CA**

#### **ELMONTE**

TAKE-OFF MINIMUMS: Rwy 1, 600-1 or std. with a min. climb of 280' per NM to 1000, Rwv 19, 1200-2 or std. with min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: Rwy 1, climbing right turn. Rwy 19, climb runway heading to 800 then climbing left turn. All aircraft intercept PDZR-278 to PDZ VORTAC. Aircraft departing PDZ R-091 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700.

#### FALLBROOK, CA

#### FALLBROOK COMMUNITY AIRPARK

TAKE-OFF MINIMUMS: Rwv 36, CAT A.B. 700-2 or std. with a min, climb of 340' per NM to 5000.

DEPARTURE PROCEDURE: Rwy 18, climb runway heading to 1200, then climbing left turn via heading 160° to join V208-458. Aircraft westbound proceed on course. Aircraft eastbound V208-458 proceed to VISTA Int and climb in holding pattern (E, left turns, 263° inbound) to 5000 before proceeding on course. Rwy 36, climb runway heading to 1500, then climbing right turn to intercept OCN VORTAC R-027 to TANNR Int before proceeding on course.

#### **FULLERTON. CA**

FULLERTON MUNI (FUL)

AMDT 4A 08185 (FAA)

TAKE-OFF MINIMUMS: Rwy 6, std. with a min. climb of 230' per NM to 900, or 1100-21/2 for climb in visual conditions. Rwy 24, std. with a min. climb of 320' per NM to 2300, or 1100-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 6, climbing right turn to 2300 direct SLI VORTAC, or for climb in visual conditions; cross Fullerton Airport southwest bound at or above 1100, then climb to 2300 via SLI R-020 to SLI VORTAC, Rwv 24, climbing left turn to 2300 direct SLI VORTAC, or for climb in visual conditions: cross Fullerton Airport southwest bound at or above 1100, then climb to 2300 via SLIR-020 to SLI VORTAC. NOTE: Rwy 6, obstruction light 109' from departure end of runway, 117' left of centerline, 22' AGL/118' MSL. Train 122' from departure end of runway, 106' left of centerline, 23' AGL/121' MSL. Multiple poles 58' to 1003' from threshold centerline to 373' right of centerline, 39' AGL/135' MSL. Hopper on building 977' from departure end of runway, 468' left of centerline, 36' AGL/132' MSL. Light pole 1247' from threshold, 143' left of centerline, 35' AGL/131' MSL. Tree 1463' from departure end of runway, 35' left of centerline, 72' AGL/ 168' MSL. Obstruction light 1620' from departure end of runway, 318' right of centerline, 50' AGL/146' MSL. Pole 2234' from departure end of runway, 754' left of centerline, 78' AGL/174' MSL. Pole 3597' from departure end of runway, 793' left of centerline, 102' AGL/198' MSL. Building 3208' from departure end of runway, 820' right of centerline, 112' AGL/217' MSL. Tower 1 NM from departure end of runway, 1937' left of centerline, 94' AGL/267' MSL. Pole 1.6 NM from departure end of runway, 1.5 NM left of centerline, 90' AGL/575' MSL. Tower 1.1 NM from departure end of runway, 1.7 NM left of centerline, 130' AGL/729' MSL Tower 2 NM northwest of departure end of runway, 760 AGL/820'MSL. Rwy 24, road 82' from departure end of runway, on centerline, 15' AGL/99' MSL, Light 85' from departure end of runway, 260' right of centerline, 25' AGL/110' MSL. Light 217' from departure end of runway, 320' left of centerline, 104' AGL/122' MSL. Antenna on building 272' from departure end of runway, 278' left of centerline, 31' AGL/116' MSL. Trees 253' from departure end of runway, 228' right of centerline, 57' AGL/142' MSL. Obstruction light 400' from departure end of runway, on centerline, 18' AGL/103' MSL, Trees 1336' to 2492' from departure end of runway, 160' left of centerline to 419' right of centerline, 70' AGL/155' MSL. Tower 1.3 NM from departure end of runway, 5034' right of centerline, 684' AGL/750' MSL.

#### HAWTHORNE, CA

JACK NORTHROP FIELD/HAWTHORNE MUNI TAKE-OFF MINIMUMS: Rwy 7, 300-2 or std. with a min. climb of 363' per NM to 500. Rwy 25, 200-1 or std. w/a min. climb of 289' per NM to 300.

DEPARTURE PROCEDURE: Rwy7, turn right, climb via heading 240°, Rwy 25, turn left, climb via heading 210°. All runways climb to 3000 via LAX R-170 to

NOTE: Rwy7, multiple transmission towers beginning 5428' from departure end of runway, 205' left of centerline, up to 247' AGL/307' MSL. Antenna on building 1.1 NM from departure end of runway, 2020' left of centerline, 244' AGL/305' MSL, Multiple trees, poles, light poles and buildings beginning 130' from departure end of runway, 12' left of centerline, up to 266' AGL/327' MSL. Multiple trees, poles, signs and OL lights beginning 73' from departure end of runway, 90' right of centerline, up to 184' AGL/245' MSL. Rwy 25, OL light on tank 4471' from departure end of runway, 1311' left of centerline, 227' MSL. Multiple antennas on buildings. trees and poles 91' from departure end of runway, 64' left of centerline, up to 93' AGL/154' MSL. Multiple trees and poles beginning 309' from departure end of runway. 162' right of centerline, up to 84' AGL/149' MSL.

#### HEMET, CA

HEMET-RYAN

TAKE-OFF MINIMUMS: Rwys 4,22, N/A-restricted to glider operations. Rwy 5, std. with a min. climb of 526 per NM to 5200, or 1400-21/2 for climb in visual conditions. Rwy 23, std. with a min. climb of 414' per NM to 3200, or 1400-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 5, climbing left turn via HDF VOR R-084 to HDF VOR, thence...or climb in visual conditions to cross Hemet-Ryan Airport westbound at or above 2900, then climb via HDF VOR R-093 to HDF VOR, thence... Rwy 23, climbing right turn via HDF VOR R-108 to HDF VOR, thence...or climb in visual conditions to cross Hemet-Ryan Airport westbound at or above 2900, then climb via HDF VOR R-093 to HDF VOR, thence...

....climb in HDF VOR holding pattern, (SE, right turns, 315° inbound), to cross HDF VOR at or above MEA/ MCA for direction of flight.

NOTE: Rwy 5, road and vehicle 200' from departure end of runway, on centerline, 15' AGL/1534' MSL. Rwy 23, road and vehicle 394' from departure end of runway, 545' left of centerline, 15' AGL/1524' MSL. Tree 1.4 NM from departure end of runway, 2613' right of centerline, 100' AGL/1979'MSL.

#### IMPERIAL. CA

IMPERIAL COUNTY (IPL)

AMDT 2A 09239 (FAA)

TAKE-OFF MINIMUMS: Rwv 14. 400-21/4 or std. w/min. climb of 220' per NM to 400, or alternatively, with standadard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1800'

DEPARTURE PROCEDURE: Rwys 8, 32, turn right. Rwy 14, climb runway heading. Rwy 26, turn left. All aircraft climb direct IPL VORTAC.

NOTE: Rwy 8, multiple VASI beginning 687' from DER, 31' right of centerline, up to 5' AGL/-52' MSL. Antenna on building 1033' from DER, 703' left of centerline, 45' AGL/-12' MSL. Light on pole, 1984' from DER, 386' left of centerline, 55 ft AGL/-2' MSL. Rwy 14, building 1770' from DER, 38' left of centerline, 45' AGL/-11' MSL Road 430'from DER, 291' left of centerline, 15' AGL/-41' MSL. Sign 1733'from DER, 35' left of centerline, 45' AGL/-11' MSL. Pole 1457' from DER, 393' right of centerline, 37' AGL/-19' MSL. Rwy 26, multiple obstruction lights on poles beginning 1509' from DER, 15' left of centerline, up to 60' AGL/3' MSL. Obstruction light on pole 1511' from DER, 459' right of centerline, 59' AGL/2' MSL. Rwy 32, obstruction light on tank, 823' from DER, 574' right of centerline 110' AGL/53' MSL. Numerous tanks beginning 3580' from DER, 296' right of centerline, up to 109' AGL/53' MSL. Tree 373' from DER, 387' right of centerline, 80' AGL/-24' MSL Multiple lights beginning 243' from DER, 361' right of centerline, up to 28' AGL/-29' MSL. Pole 657' from DER, 370' left of centerline, 27' AGL/-30' MSL, Road 191' from DER, 237' left of centerline, 13' AGL/-44' MSL.

#### IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

IMPERIAL BEACH, CA. . . . . . . . . 09043

Rwy 8,9,26 departures not authorized.

Rwy 27: Diverse departure not authorized.

Departures authorized for military rotorcraft only. Climb to 2000 via heading 272° to intercept NRS TACAN R-270. Cross NRS 1.5 DME at or above 800, Minimum ATC climb rate of 600'/NM til 800 with take-off occurring NLT 3038' prior to DER or cross DER at or above 320.

#### INYOKERN, CA

INYOKERN

23 SEP 2010 to 21 OCT 2010

TAKE-OFF MINIMUMS: Rwys 2, 10, 15, 28, 33, NA. DEPARTURE PROCEDURE: Rwy 20, use LAKE HUGHES RNAV DEPARTURE.

#### LA VERNE, CA

BRACKETT FIELD

TAKE-OFF MINIMUMS: Rwvs 26L.26R.300-1. DEPARTURE PROCEDURE: Rwvs 8L.8R. climb via heading 079° to 1500, then climbing right turn via heading 195° and POMR-164 to PRADO Int. Rwys 26L, 26R, climb via heading 259° to 1400, then climbing left turn via heading 130° and POM R-164 to PRADO

Aircraft departing PRADO Intheading 141° clockwise 290° climb on course. All others climb in PRADO Int holding pattern (hold north, right turn, 164° inbound) to depart PRADO Intator above: 291° clockwise 340°. 4500: 341° clockwise 050°, 6800: 051° clockwise 090°. 5200; 091° clockwise 140°, 4200.

NOTE: Rwv 26L, multiple trees and antenna beginning 370' from departure end of runway, 269' left of centerline up to 100' AGL/1116' MSL. Multiple trees beginning 896' from departure end of runway, 70' right of centerline, up to 100' AGL/1010' MSL. Multiple buildings and tanks beginning 2732' from departure end of runway, 416' right of centerline, up to 50' AGL/1230' MSL. Rwy 26R, hangar 241' from departure end of runway, 326' right of centerline, 35' AGL/994' MSL. Multiple trees beginning 1473' from departure end of runway, 807' left of centerline, up to 100' AGL/1116' MSL. Tank and trees beginning 2510' from departure end of runway, 503' right of centerline, up to 100' AGL/ 1289' MSL.

#### LANCASTER, CA

GENERAL WILLIAM J. FOX AIRFIELD (WJF) ORIG-A 09267 (FAA)

DEPARTURE PROCEDURE: Climb southeastbound on R-299 to PMD VORTAC. Depart PMD at published MCA for direction of flight.

NOTE: Rwv 6, trees beginning 1170' from DER, 590' right of centerline, up to 44' AGL/2374' MSL.

#### LOMPOC, CA

LOMPOC

TAKE-OFF MINIMUMS: Rwy 7, std. with a min. climb of 425' per NM to 1400, or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy7, climbing right turn. For climb in visual conditions: cross Lompoc Airport eastbound at or above 1200 MSL, Rwv 25, turn right heading 130°.

All aircraft climb to 6000 via GVO R-278 to GVO VORTAC, Aircraft departing GVO R-120 CW R-020 climb on course, all others climb in GVO holding pattern (NW, right turns, 127° inbound) to depart GVO VORTAC at or above MEA for route of flight.

NOTE: Rwy7, trees 3583' from departure end of runway, 2.3 NM right of centerline, 50' AGL/889' MSL. Trees 1.2 NM from departure end of runway, 2.2 NM right of centerline, 50' AGL/791' MSL. Trees 1.6 NM from departure end of runway, 1.9 NM right of centerline, 50' AGL/743' MSL.

# $\overline{f V}$ take-offminimumsand(obstacle)departureprocedures $\overline{f V}$

## LONG BEACH, CA

LONG BEACH (DAUGHERTY FIELD) TAKE-OFF MINIMUMS: Rwy 16L, 400-11/2 or std. w/min climb of 321' per NM to 500. Rwy 16R, 400-1 or std. w/ min. climb of 518' per NM to 500. Rwy 25L, std. w/min. climb of 225' per NM to 2300. Rwy 25R, std. w/min. climb of 223' per NM to 2200. Rwys 34L,34R, NA-Environmental and noise abatement. DEPARTURE PROCEDURE: Rwys7L,7R, climb heading 076° to 800, then climbing right turn direct SLI VORTAC and SLIR-210 to PADDR INT. Rwy 12, climb heading 121° to intercept SLI VORTAC R-210 to PADDR INT. Rwys 16L,16R, climb heading 166° to 800, then climbing right turn heading 180° and SLI VORTAC R-210 to PADDR INT. Rwys 25L,25R, climb heading 256° to 800, then climbing left turn heading 200° and LAX VORTAC R-145 to PADDR INT. Rwy 30, climb heading 301° to 800, then climbing left turn heading 200° and LAX VORTAC R-145 to PADDR INT. NOTE: Rwy 7L, sign 287' from DER, 173' left of centerline, 8' AGL/45' MSL. Vehicle on road 320' from DER, 248' left of centerline, 13' AGL/50' MSL. Light 468' from DER, 307' left of centerline, 19' AGL/56' MSL. Tree 1326' from DER, 75' left of centerline, 60' AGL/97' MSL. Trees beginning 579' from DER, 7' right of centerline, up to 71' AGL/108' MSL. Hangar 347' from DER, 416' right of centerline, 13' AGL/50' MSL. Rwy 7R, hangar 260' from DER, 498' left of centerline, 31 AGL/64' MSL. Multiple trees beginning 1408' from DER, 1'left of centerline, up to 64' AGL/94' MSL. Light 459' from DER, 581' right of centerline, 14' AGL/44' MSL. Antenna obstruction light 1473' from DER, 822' right of centerline, 88' AGL/115' MSL. Rwy 12, multiple trees beginning 1431' from DER, 469' left of centerline, up to 66' AGL/86' MSL. Light 1127' from DER, 606' left of centerline, 36' AGL/56' MSL. Multiple trees beginning 970' from DER, 392' right of centerline, up to 64' AGL/87' MSL. Spire 3095' from DER, 1183' right of centerline, 92' AGL/115' MSL. Rwy 16L, terrain beginning 155' from DER, 152' left of centerline, up to 40' MSL. Multiple trees beginning 427' from DER, 136' left of centerline, up to 32' AGL/109' MSL. Multiple lights, buildings and lights on buildings beginning 285' from DER, 256' left of centerline, up to 113' AGL/159' MSL. Multiple flag poles 1165' from DER, 8' left of centerline, up to 60' AGL/116' MSL. Rising terrain beginning 156' from DER, 100' right of centerline 40' MSL. Multiple trees beginning 296' from DER, 149' right of centerline, up to 38' AGL/218' MSL. Multiple buildings beginning 2057' from DER, 253' right of centerline, up to 30' AGL/91' MSL. Rwy 16R, rising terrain beginning 29' from DER on centerline, up to 309' MSL. Multiple trees beginning 835' from DER, 46' left of centerline, up to 112' AGL/156' MSL. Sign 1453' from DER, 139' left of centerline, 50' AGL/94' MSL. Pole 3034' from DER, 302' left of centerline, 91' AGL/135' MSL. Light on tank 4079' from DER, 114' left of centerline, 108' AGL/152' MSL. Multiple tower antennas beginning 8017' from DER, 1913' left of centerline, up to 291'AGL/335'MSL. Antenna on hangar 352' from DER, 399' right of centerline, 38' AGL/82' MSL. Multiple trees beginning 787' from DER, 319' right of centerline, 32' AGL/293' MSL. Multiple poles beginning 2028' from DER, 295' right of centerline, up to 241' AGL/248' MSL. Chimney on building, 4661' from DER, 1553' right of centerline, 33' AGL/353' MSL.

#### LONG BEACH (DAUGHERTY FIELD) (CON'T)

Rwy 25L, multiple trees beginning 2407' from DER, 111' left of centerline, up to 38' AGL/117' MSL. Obstruction light on tower 2493' from DER, 503' left of centerline, 69' AGL/152' MSL. Rising terrain beginning 110' on centerline, up to 66' MSL. Obstruction light rod on hangar, 1149' from DER, 793' right of centerline, 109' AGL/169 MSL. Antenna 3821 from DER, 439 right of centerline, 66' AGL/155' MSL. Rwy 25R, Ford sign beginning 551' from DER, 27' right of centerline, up to 100' AGL/159' MSL. Railroad beginning 202' from DER, 3' left of centerline, 66' AGL/155' MSL. Multiple lights and light poles beginning 321'from DER, 111' left of centerline, up to 32' AGL/92' MSL. Sign 1142' from DER, 33' left of centerline, 35' AGL/104' MSL. Multiple trees beginning 1142' from DER, 9' left of centerline, up to 67' AGL/146' MSL. Multiple obstruction lights beginning 67' from DER, 59' right of centerline, up to 202' AGL/260' MSL. Multiple trees beginning 1246' from DER, 1' right of centerline, up to 87' AGL/145' MSL. Rwy 30, railroad beginning 647' from DER, on centerline, up to 27' AGL/91' MSL. Multiple antennas, rods, vents and lights on buildings beginning 356' from DER, 289' left of centerline, up to 27' AGL/87' MSL. Multiple poles beginning 2061' from DER, 312' left of centerline, up to 51' AGL/124' MSL. Railroad beginning 207' from DER, 485' right of centerline, up to 25' AGL/ 81' MSL. Multiple obstruction lights and poles beginning 632' from DER, 240' right of centerline, up to 66' AGL/142' MSL. Multiple trees beginning 1701' from DER, 136' right of centerline, up to 73' AGL/146' MSL. Building 2617' from DER, 802' right of centerline, 63' AGL/136'MSL.

## LOS ALAMITOS AAF (KSLI)

LOS ALAMITOS, CA

..... Rwy 22L/R, 300-1\* \* Or standard with minimum climb of 230/NM to 400. Rwy 4L/R climbing right turn; Rwy 22L/R climbing left turn. All aircraft climb direct SLI VORTAC. Aircraft departing SLI VORTAC R-040 CW 345 climb on course. All others continue climb via the SLI R-171 southbound then climbing right turn direct SLI VORTAC to cross at or above 4600'.

# LOS ANGELES, CA

LOS ANGELES INTL (LAX)

AMDT 12 08325 (FAA)

TAKE-OFF MINIMUMS: Rwv 6R, 200-11/4 or std. with a min, climb of 275' per NM to 400.

DEPARTURE PROCEDURE: Rwys 6L/R,7L/R,climb to 2000 heading 070°, then climbing right turn, thence... Rwys 24L/R, climb to 2000 heading 250°, then climbing left turn, thence... Rwys 25L/R, turbojet climb to 2000 heading 250°, then climbing left turn, thence...nonturbojet climb to 2000 heading 250°, at the SMO R-154 turn left heading 200°, thence...

...climb direct SLI VORTAC, then climb on course. NOTE: Rwy 6L, buildings and signs beginning 1693' from departure end of runway, 339' left of centerline, up to 50' AGL/201' MSL. Rwy 6R, antenna on building 560' from departure end of runway, 479' right of centerline, 18' AGL/127' MSL, obstruction light on building 5550' from departure end of runway, 1791' right of centerline, 202' AGL/306' MSL, obstruction light on sign and sign beginning 1866' from departure end of runway, 920' left of centerline, up to 49' AGL/161' MSL. Rwy 7L, obstruction light on blast fence 168' from departure end of runway, 33' left of centerline, 14' AGL/106' MSL, poles beginning 1290' from departure end of runway, 505' left of centerline, up to 55' AGL/147' MSL, antenna on building 1576' from departure end of runway, 315' left of centerline, 55' AGL/147' MSL, sign and railroad beginning 351' from departure end of runway, 10' left of centerline, up to 29' AGL/124' MSL, railroad 275' from departure end of runway, 500' right of centerline, 23 AGL/115' MSL, approach light and obstruction light on LOC beginning 979' from departure end of runway, on runway centerline, up to 27' AGL/119' MSL. Rwy 7R, trees and building beginning 790' from departure end of runway, 606' right of centerline, up to 58' AGL/157' MSL. Rwy 24L, bush 956' from departure end of runway, 600' left of centerline, 40' AGL/148' MSL. Light poles beginning 273' from departure end of runway, 425' left of centerline, up to 10' AGL/120' MSL, antenna on pole 1357' from departure end of runway, 286' right of centerline, 36' AGL/144' MSL, light poles and bushes beginning 239' from departure end of runway, 321' right of centerline, up to 8' AGL/116' MSL. Rwy 24R, obstruction light on glideslope 212' from departure end of runway, 399' left of centerline, 39' AGL/151' MSL. Rwy 25L, tree and pole beginning 2366' from departure end of runway, 764' left of centerline, up to 80' AGL/197' MSL, transmission towers beginning 2800' from departure end of runway, 926' left of centerline, up to 71' AGL/192' MSL, bush 133' from departure end of runway, 397' left of centerline, 4' AGL/123' MSL.

### WHITEMAN

TAKE-OFF MINIMUMS: Rwys 12, 30, 2900-2 or std. with a min. climb of 350' per NM to 4300.

DEPARTURE PROCEDURE: Rwy 12, climbing right turn direct VNY VOR/DME. Rwy 30, climbing left turn heading 260°. All aircraft climb to 4500 via VNY R-325, then climbing left turn direct VNY VOR/DME.

# MARCH ARB (KRIV)

RIVERSIDE, CA. AMDT 2, 10042 Rwy 32, 1200-3\*

\* Or standard with a minimum climb rate of 240 ft/NM to

Rwy 14 DEPARTURE PROCEDURE: Climb direct HDF VOR, then climbing right turn on heading between 155° CW to 181°. Max airspeed 250 KIAS or 2300-3 for Climb in Visual Conditions within 6.5 NM March ARB. cross March ARB at or above 3700' MSL, then climb and maintain 6000 direct HDF VOR, then via HDF R-153 to HDF R-153/PDZ R-130, direct SKYES INT. Do not exceed 250 KIAS until passing SKYES. Aircraft shall advise ATC prior to executing VCOA.

Rwy 32 DEPARTURE PROCEDURE: Climb left turn heading between 150° to 135° CCW from departure end of the runway. Maximum 250 KIAS or 2300-3 for Climb in Visual Conditions within 6.5 NM of March ARB, cross March ARB at or above 3700' MSL, then climb and maintain 6000 direct HDF VOR, then via HDF R-153 to HDF R-153/PDZ R-130, direct SKYES INT. Do not exceed 250 KIAS until passing SKYES. Aircraft shall advise ATC prior to executing VCOA.

TAKE-OFF OBSTACLES: Rwy 14, Tree 150' AGL/1630' MSL, 2248' from DER, 1000' right of centerline. Tree 150' AGL/1630' MSL, 1920' from DER, 1000' right of centerline. Tree 150' AGL/1630' MSL, 1789' from DER, 1000' right of centerline. Tree 150' AGL/1622' MSL, 2278' from DER, 1002' left of centerline. Aircraft 65' AGL/1550' MSL, 28' inward of DER, 542' left of centerline. Aircraft 30' AGL/1516' MSL, 31' inward of DER, 298' left of centerline. Use caution when departing Rwy 14, rapid rising terrain within 3.5 NM SE of March ARB. Rwy 32, Aircraft 65' AGL/1600' MSL, 30' from DER, 526' right of centerline, Aircraft 30' AGL/1565' MSL, 5' from DER, 282' right of centerline.

### MIRAMAR MCAS

(MITSCHER FLD) (KNKX), CA......09351 Rwy 6LR 340° through 150° CW-Civil standard with minimum climb of 300'/NM to 7600; military, standard with minimum climb of 280'/NM to 7600. Rwy 24L/R 340° through 100° CW-Civial standard with minimum climb of 290'/NM to 7600; Military, standard with minimum climb of 270 / NM to 7600.

TAKE-OFF OBSTACLES: Rwy 6L, Blding 539' MSL, 2381' from DER, 1084' left of centerline, Rwv 24R. Pvlon 473' MSL, 1879' from DER, 673' left of centerline.

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# MOJAVE, CA

MOJAVE (MHV)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwys 4,8,12, NA-restricted airspace. Rwys 22, 26, std. with a min. climb of 415' per MM to 6800 or 4200-3 for climb in visual conditions. Rwy 30, std. with a min. climb of 485' per NM to 6300 or 4200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 22, climb to 8000 via heading 218° and LHS R-023 to LHS VORTAC or for climb in visual conditions: cross Mojave Airport southwest bound at or above 6800, then climb to 8000 via LHS R-023 to LHS VORTAC. Rwys 26, 30, climbing left turn to 8000 via heading 190° and LHS R-023 to LHS VORTAC or for climb in visual conditions: cross Mojave Airport southwest bound at or above 6800, then

climb to 8000 via LHS R-023 to LHS VORTAC. NOTE: **Rwy 30**, vehicle on road 3181' from departure end of runway, 22' right of centerline, 17' AGL/2896' MSL. Train 1441' from departure end of runway, 351' right of centerline, 23' AGL/2882' MSL.

# MURRIETA/TEMECULA, CA

FRENCH VALLEY

TAKE-OFF MINIMUMS: Rwy18, NA. Rwy36, 700-2 or std. with a min. climb of 340 per NM to 2200. DEPARTURE PROCEDURE: Rwy36, climb runway heading to 2200, then climbing left turn via HDF R-145 to HDF VOR. Aircraft departing HDF VOR 065° CW 352° climb on course. Aircraft departing northeastbound, climb in HDF holding pattern, (SE, right turns, 315° inbound) to depart HDF VOR at or above: 353° CW 054°, 6800; 055° CW 064°, 5800; before proceeding on course.

# NEEDLES, CA

**NEEDLES** 

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DEPARTURE PROCEDURE: Rwys 2, 29, turn right. Rwy 20, turn left. All aircraft climb direct EED VORTAC, then continue climb on curse. Departures on V12, J6, and J8 cross EED VORTAC at or above 2600.

# NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

Rwy11, diverse departures authorized 129° CW182°. Make immediate right turn to assigned heading within 1.4 DME of NZY TACAN to avoid over flying the City of Coronado.

Rwy 18, diverse departures authorized 129° CW 175°. Rwy 29, diverse departures not authorized. Use published DP or 800-2½ for climb in visual conditions via immediate climbing left turn to cross North Island airport ator above 800° MSL, during visual climb do not overfly Point Loma and remain south of Rwy 11-29, then climb to 2000 via heading 175°, expect radar vectors to join assigned route. Cross DER at or above 35′ AGL (54′ MSL).

Rwy36, departure not authorized.

TAKE-OFF OBSTACLES:

Rwy11, Trees 52' AGL/78' MSL, 108' from DER, 336' right of centerline; Trees 30' AGL/54' MSL, 994' from DER, 733' left of centerline.

Rwy 29, Shipping Channel accommodating vessels up to 200' AGL (206' MSL with tidal range), starting 2577' from DER on centerline. Twin Towers 145' AGL/534' MSL, 1.4 NM from DER, 2645' left of centerline; Tower 479' MSL, 1.5 NM from DER, 1969' left of centerline; Tower 100' AGL/455' MSL, 1.5 NM from DER, 2054' left of centerline; Tower 120' AGL/544' MSL, 1139' from DER, 2.1 NM left of centerline.

# OCEANSIDE, CA

OCEANSIDE MUNI

TAKE-OFF MINIMUMS: **Rwy 6**, 400-1 or std. with a min. climb of 320' per NM to 500. **Rwy 24**, 300-1 or std. with a min. climb of 670' per NM to 300.

DEPARTURE PROCEDURE: Rwy 6, climbing right turn. Rwy 24, climbing left turn. All aircraft climb via heading 235° to 1500, then climbing right turn direct OCN VORTAC.

# ONTARIO, CA

**ONTARIO INTL** 

TAKE-OFF MINIMUMS: Rwys 8L,8R, CATC, D 1000-2 or std. with a min. climb of 220' per NM to 2200. DEPARTURE PROCEDURE: Rwys 8L,8R, climbing righttum. Rwys 26L,26R, climbing leftturn. All aircraft climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, rightturns, 210' inbound) to cross PDZ

VORTAC at or above: R-281 CW R-090, 6700; R-141

# OXNARD, CA

CWR-230, 4000.

**OXNARD** 

TAKE-OFF MINIMUMS: **Rwy 7**, 2100-5 or std. with a min. climb of 290' per NM to 2600.

DEPARTURE PROCEDURE: Rwy 7, climbing left turn. Rwy 25, climb runway heading. All aircraft continue climb to 6000 (or assigned altitude) via CMA R-249 to SQUID Int. Aircraft departing SQUID Int 040° CW 300° climb on course. All others continue climb in SQUID holding pattern (Hold W, right turns, 069° inbound) to cross SQUID INT at or above 2300.

NOTE: **Rwy 7**, 59' AGL tree 527' from departure end of runway, 501' left of centerline.



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# PALM SPRINGS, CA

### BERMUDA DUNES

TAKE-OFF MINIMUMS: Rwv 28. CAT A.B 1200-2 or std. with a min. climb of 450' per NM to 1400. CAT C,D 2100-2 or std. with a min. climb of 490' per NM to 3400. DEPARTURE PROCEDURE: Rwv 10. climbing right turn heading 150°. Rwy 28, climbing left turn heading 090°. All aircraft continue climb via TRM R-304 to TRM VORTAC. Aircraft departing TRM R-095 CW R-165 climb on course. All others continue climb in TRM holding pattern (E, right turns, 289° inbound) to cross TRM VORTAC at or above: R-166 CW 290°. 6500; 291° CW R-310, 4900; R-311 CW 094°, 3200.

# JACQUELINE COCHRAN RGNL

TAKE-OFF MINIMUMS: Rwy 30, CAT C,D 3400-2 or std. with a min. climb of 410' per NM to 3700. Rwv 35. CAT A.B 400-2 or std. with a min. climb of 210' per NM to 400, CAT C.D 3400-2 or std. with a min. climb of 410' per NM to 3700

DEPARTURE PROCEDURE: Rwys 12,17, climbing left turn. Rwys 30, 35, climbing right turn heading 150°. Aircraft departing TRM R-101 CW R-139, climb on course. All others continue climb east-bound via the TRM R-109 then climbing right turn to cross TRM VORTAC at or above: R-304 CW R-100, 4000; R-140 CWR-199, 4700; R-200 CW R-303, 6600.

# PALM SPRINGS, CA (CON'T)

PALM SPRINGS INTL (PSP) AMDT 5 08101 (FAA)

> TAKE-OFF MINIMUMS: Rwv 13L, minimum climb of 440' per NM to 2300' or 5900-3 for climb in visual conditions. Rwy 13R, minimum climb of 422' per NM to 2300' or 5900-3 for climb in visual conditions. Rwy 31L, minimum climb of 386' per NM to 4500' or 5900-3 for climb in visual conditions. Rwy 31R, minimum climb of 405' per NM to 4500' or 5900-3 for climb in visual

DEPARTURE PROCEDURE: Rwys 13L/R, climbing left turn heading 090° to intercept TRM R-304 to TRM VORTAC or for climb in visual conditions cross Palm Springs Intlairport at or above 6300 then direct PSP VORTAC thence ... Rwy's 31L/R, climbing right turn direct PSP VORTAC thence .... or for climb in visual conditions cross Palm Springs Intlairport at or above 6300 then direct PSP VORTAC thence...

... via PSP R-124 and TRM R-304 to TRM VORTAC. All Rwys if not at MEA/MCA at TRM VORTAC, climb in TRM holding pattern (hold E, right turns, 289° inbound) until reaching MEA/MCA for assigned route

NOTE: Rwy 13L, trees beginning 299' from departure end of runway, 530' left of centerline, up to 66' AGL/465' MSL. HGR 935' from departure end of runway, 552' left of centerline, 31'AGL/440' MSL, Rwv 13R, trees beginning 1170' from departure end of runway, 239 right of centerline, up to 100' AGL/599' MSL, Poles beginning 815' from departure end of runway, 209' right of centerline, up to 44' AGL/433' MSL. Light 843' from departure end of runway, 441' right of centerline, 38' AGL/427' MSL. Antenna 1642' from departure end of runway, 26' right of centerline, 53' AGL/442' MSL. Rwy 31L, poles beginning 1641' from departure end of runway, 125' right of centerline, up to 31' AGL/550' MSL. Towers beginning 2418' from departure end of runway, 402' left of centerline, up to 59' AGL/560' MSL. Tree 3016' from departure end of runway, 66' right of centerline, 43' AGL/562' MSL. Rwy 31R, multiple trees and bushes beginning 305' from departure end of runway, 233' right of centerline, up to 48' AGL/507' MSL. Vent on building 919' from departure end of

runway, 399' right of centerline, 15' AGL/474' MSL.

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### PALMDALE, CA

PALMDALE RGNL/USAF PLANT 42 (PMD) AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: Rwv 22, std. with a min. climb of 300' per NM to 3800 or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 4,7, climbing left turn intercept PMD VORTAC R-298 to cross FISCH INT at or above MEA/MCA for route of flight, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight. Rwy 22, climbing right turn intercept PMD VORTAC R-298 to cross FISCH INT at or above MEA/ MCA for route of flight, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight, or for climb in visual conditions cross Palmdale Rgnl/USAF Plant 42 at or above 3700 then via PMD VORTAC R-298 to cross FISCH INT at or above MEA/MCA for route of flight, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight. Rwy 25, climbing right turn intercept PMD VORTAC R-298 to cross FISCH INT at or above MEA/ MCA for route, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight.

NOTE: Rwy 25, tree 2395' from DER 986' left of centerline, 100' AGL/2659' MSL

# PASO ROBLES, CA

PASO ROBLES MUNI

SEP 2010 to 21 OCT 2010

DEPARTURE PROCEDURE: All departures maintain 250 kts or less until inbound to PRB. Rwy 1, climb to 3000 via heading 280° to intercept PRB R-326 outbound. V248 northbound climb on course. All others climbing right turn to 4500 direct PRB. Rwv 13. climb to 3000 via heading 160° to intercept PRB R-133 outbound. V25 southbound continue climb on course. All others climbing right turn to 4500 direct PRB. Rwv 19. climb to 3000 via heading 150° to intercept PRB R-179 outbound. V113 southbound continue climb on course. All others climbing left turn to 4500 direct PRB. Rwy 31, climb to 3000 via heading 340° to intercept PRB R-326 outbound. V248 northbound climb on course. All others climbing right turn to 4500 direct PRB.

# POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

OXNARD. CA . . . . . . . . .

DEPARTURE PROCEDURE:

Rwy 3, Diverse departures authorized 210° to 250° CW. Right turns on departure not authorized. Turn left to assigned heading within 3 DME of NTD TACAN. Do not exceed 310 KIAS until established on assigned heading.

Rwy 9, Diverse departures not authorized.

Rwy 21, Diverse departures authorized 150° to 250° CW. Rwy 27, Diverse departures authorized 150° to 250° CW. Right turns on departure not authorized. Turn left to assigned heading. Do not exceed 310 KIAS until established on assigned heading.

CAUTION: Mountainous terrain NW thru SE. TAKE-OFF OBSTACLES: Rwy 3, Tower 90' MSL, 3005' from DER, 1238' left of centerline; Trees 90' MSL, 2920' from DER, 1199' left of centerline,

# RAMONA, CA

RAMONA (RNM)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: Rwy 9, std. w/min. climb of 500' per NM to 4000, or 3800-3 for climb in visual conditions. Rwy 27, std. w/min. climb of 332' per NM to 2600, or 3800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 9. climb via heading 088° to 4000, then climbing left turn via heading 330° and JLI VORTAC R-263/OCN VORTAC R-083 to ROBNN INT before proceeding on course, or for climb in visual conditions, cross Ramona airport at or above 5000 before proceeding on course. Rwy 27, climb via heading 268° to 2600, then climbing right turn via PGY VORTAC R-336 to ROBNN INT before proceeding on course, or for climb in visual conditions, cross Ramona airport at or above 5000 before proceeding on course.

NOTE: Rwv 9. sign 23' from DER, 178' left of centerline. 9' AGL/1399' MSL. Tree 94' from DER, 343' right of centerline, 20' AGL/1403' MSL. Trees beginning 2468' from DER, 180' right of centerline, up to 100' AGL/1539' MSL. Trees beginning 2637' from DER, 305' left of centerline, up to 100' AGL/1487' MSL, Rwv 27, tree 657' from DER, 12' left of centerline, 100' AGL/1499' MSL. Trees 1.85 NM from DER, 92' left of centerline, up to 100'AGL/1719'MSL.

# REDLANDS, CA

**REDLANDS MUNI** 

TAKE-OFF MINIMUMS: Rwy 8, NA. Rwy 26, 1700-2 or std. with a min. climb of 300' per NM to 4000. DEPARTURE PROCEDURE: Climbing left turn direct PDZ VORTAC. Aircraft departing PDZ VORTAC R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue in PDZ VORTAC holding pattern (hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above, R-281 CW R-090, 7700: R-141 CW R-230, 4900.

# $\overline{f V}$ take-offminimums and (obstacle) departure procedures $\overline{f V}$

# RIALTO, CA

RIALTO MUNI-MIRO FIELD

TAKE-OFF MINIMUMS: Rwvs 17. 35. NA. DEPARTURE PROCEDURE: Rwy 6, climbing right turn. Rwy 24, climbing left turn. All aircraft climb via PDZ R-012 to PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700; R-141 CW R-230, 4000.

### RIVERSIDE, CA

### RIVERSIDE MUNI

TAKE-OFF MINIMUMS: Rwy 9, CATA, B 1200-2 or std. with a min, climb of 210' per NM to 2300, CAT C.D 2100-2 or std. with a min. climb of 240' per NM to 3500. Rwy 16, NA. Rwy 27, CAT C, D 2400-2 or std. with a min. climb of 230' per NM to 3800. Rwy 34, CAT A, B 700-2 or std. with a min. climb of 400' per NM to 1600. CAT C,D 1600-2 or std. with a min. climb of 400' per NM to 2600. DEPARTURE PROCEDURE: Rwy 9, climbing right turn. Rwy 34, climbing left turn. Rwy 27, climb heading 280° to 2000, then climbing left turn. All aircraft climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700; R-141 CW R-230, 4000; or Airway MEA.

# SANBERNARDINO, CA

SAN BERNARDINO INTL

TAKE-OFF MINIMUMS: Rwy 6, CAT A, B 2100-2 or std. with a min. climb of 340' per NM to 3700. CAT C,D 3100-2 or std. with a min. climb of 480' per NM to 4600. DEPARTURE PROCEDURE: Rwy 6, climbing right turn. Rwy 24, climbing left turn. All aircraft climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (Hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 7700; R-141 CW R-230, 4900.

# SAN CLEMENTE ISLAND NALF (FREDERICKSHERMANFLD)(KNUC)

SAN CLEMENTE ISLAND, CA . . . . . 09071 Rwy 5: Diverse departures authorized 090° to 233°

CCW.

Rwy 23: Diverse departures authorized 160° to 053°

TAKEOFF OBSTACLES: Rwy 5, Pylon 198' MSL, 44' from DER, 273' right of centerline.

# SAN DIEGO, CA

BROWN FIELD MUNI (SDM)

AMDT 4 10154(FAA)

TAKE-OFF MINIMUMS: Rwy 8L, std. w/min. climb of 570' per NM to 3100. Rwys 8R,26L, NA - ATC. DEPARTURE PROCEDURE: Rwv 8L, climbing left turn. thence...Rwy 26R, climbing right turn, thence... ...via heading 280° to intercept MZB R-160 to MZB

NOTE: Rwv 26R, tree 1284' from DER, 778' left of centerline, 52' AGL/561' MSL.

# SAN DIEGO, CA (CON'T)

MONTGOMERY FIELD (MYF) AMDT 3A 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 5, 1500-2 or std. with a min, climb of 290' per NM to 1700.

DEPARTURE PROCEDURE: Rwys 5, 10L/R, climbing right turn. Rwys 28L/R, climbing left turn. All aircraft climb direct to MZB VORTAC. Aircraft departing MZB R-090 CW R-360 climb on course. All others climb in MZB holding pattern (W. right turns, 075° inbound) to cross MZB VORTAC at or above 1800.

NOTE: Rwy 5, trees and bushes beginning 244' from DER, 161' left of centerline, up to 99' AGL/524' MSL Tree 1287' from DER, 103' right of centerline, up to 49' AGL/474' MSL. Rwy 23, tree, flag pole, and transmission towers beginning 1594' from DER, 82' right of centerline, up to 125' AGL/545' MSL. Transmission towers beginning 2627' from DER, 414' left of centerline up to 125' AGL/524' MSL. Rwy 10L, trees beginning 230' from DER, 494' left of centerline, up to 57' AGL/486' MSL. Trees beginning 1172' from DER, 591' right of centerline, up to 69' AGL/488' MSL. Rwy 10R, rod on electrical equipment 40' from DER. 66' left of centerline, 7' AGL/426' MSL. Trees beginning 2107' from DER, 199' right of centerline, up to 69' AGL/ 488' MSL. Rwy 28L, bushes and poles beginning 35' from DER, 160' right of centerline, up to 37' AGL/451' MSL. Trees beginning 1008' from DER, 7' left of centerline, up to 37' AGL/451' MSL. Rwy 28R, bushes, trees, and poles beginning 34' from DER, 162' left of centerline, up to 38' AGL/451' MSL, Trees, signs, and poles beginning 768' from DER, 98' right of centerline, up to 67' AGL/488' MSL.

# SAN DIFGO INTI

TAKE-OFF MINIMUMS: Rwy 9, CAT A, B 400-1 or 300-1 with a min. climb of 610' per NM to 600. CAT C,D 300-1 with a min. climb of 610' per NM to 2300. Rwy 27, 300-11/2 or std. with a min. climb of 317' per NM to 400. DEPARTURE PROCEDURE: Rwy 9, climb runway heading to 600, then climbing left turn direct MZB VORTAC. Rwy 27, climb runway heading to 900, then climbing right turn direct MZB VORTAC. Aircraft departing MZB VORTAC R-180 CW R-360 climb on course. All others climb in MZB VORTAC holding pattern (W, right turns, 075° inbound) to cross MZB VORTAC at or above 2000.

NOTE: Rwy 9, trees 792' from departure end of runway, 142' left of centerline, 60' AGL/99' MSL. Antenna 740' from departure end of runway, 302' right of centerline, 62' AGL/82' MSL. Antenna 1946' from departure end of runway, 969' left of centerline, 126' AGL/192' MSL. Trees 1377' from departure end of runway, 285' left of centerline, 80' AGL/135' MSL. Trees 4625' from departure end of runway, 1414' left of centerline, 250' AGL/385' MSL. Rwy 27, trees 1 mile from departure end of runway, 685' right of centerline, 220' AGL/253' MSL. Trees 3118' from departure end of runway, 846' right of centerline, 120' AGL/149' MSL. Flagpole 2511' from departure end of runway, 700' left of centerline, 90' AGL/ 116'MSL.

10266

SEP 2010 to 21 OCT 2010

# $\overline{f V}$ take-offminimumsand (obstacle) departure procedures $\overline{f V}$

# SAN DIEGO (EL CAJON), CA

GILLESPIE FIELD (SEE)

AMDT 4A 10238 (FAA)

TAKE-OFF MINIMUMS: Rwys 9L, 9R, 900-2 or std. with a min. climb of 1000' per NM to 1600. Rwy 17, std. w/ min. climb of 440' per NM to 1800. Rwys 27L, 27R,

2500-2 or std. w/min. climb of 411' per NM to 2500. Rwy 35, 1300-2 or std. with a min. climb of 460' per NM to 1800.

DEPARTURE PROCEDURE: Rwvs 9L. 9R. 27L. 27R. climbing right turn. Rwys 17, 35, climbing left turn. All aircraft climb via heading 165° and MZB R-076 to MZB VORTAC.

# SAN LUIS OBISPO, CA

SAN LUIS COUNTY RGNL

TAKE-OFF MINIMUMS: Rwys 7, 25, NA. Rwy 11, 1800-2 or std. with a min. climb of 320' per NM to 2300. Rwy 29, 1200-2 or std. with a min. climb of 390' per NM to

DEPARTURE PROCEDURE: Rwv 11, climb runway heading to 900, then climbing right turn direct MQO VORTAC, Rwv 29, climb via runway heading and MQO R-050 to MQO VORTAC. All aircraft departing on MQO R-130 CW R-320 climb on course. All others continue climbing in MQO holding pattern (SE, left turns, 306° inbound) to cross MQO VORTAC at or above 4000.

# SAN NICOLAS ISLAND NOLF (NSI)

SAN NICOLAS ISLAND, CA

Rwy 12: Diverse departures authorized 300° to 120°

Rwv 30: Diverse departures not authorized, Rwv 30 climb heading 300° to 1300', then turn right to assigned heading.

Rwy 12-30 Obstacle identification surface begins 10 ft above departure end of runway.

TKOFF OBSTACLES: Rwy 30: 1076' MSL (589' AGL) Tower, 2805' past DER, 1882' left of centerline.

### SANTA ANA, CA

SEP 2010 to 21 OCT 2010

JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

AMDT 5 09239 (FAA)

DEPARTURE PROCEDURE: Rwys 1L, 1R, climbing left turn direct SLI VORTAC. Rwys 19L, 19R, climbing right turn direct SLI VORTAC. All aircraft climb in SLI holding pattern (hold South, left turns, 351° inbound) to cross SLI VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: Rwy 1L, multiple trees beginning 466' from DER,

553' left of centerline, up to 85' AGL/127' MSL. Light pole 94' from DER, 490' left of centerline, 21' AGL/63' MSL. Obstruction light on DME 497' from DER, 625' right of centerline, 13' AGL/55' MSL. Rwy 1R, obstruction light on DME 497' from DER, 125' right of centerline, 13' AGL/55' MSL. Tree 1745' from DER, 309' right of centerline, 51' AGL/85' MSL. Light pole 1104' from DER, 307' right of centerline, 34' AGL/68' MSL. Rwy 19R, WSK on HGR 536' from DER, 605' left of centerline, 44' AGL/92' MSL. Multiple trees beginning 289' from DER, 500' right of centerline, up to 52' AGL/108' MSL. Light poles beginning 204' from DER, 490' right of centerline, up to 35' AGL/85' MSL. Tree 1574' from DER, 765' left of centerline, 59' AGL/113' MSL.

# SANTA BARBARA, CA

SANTA BARBARA MUNI

TAKE-OFF MINIMUMS: Rwy7, std. with a min. climb of 280' per NM to 1200, or 1900-21/2 for climb in visual conditions. Rwy 33L, 33R, NA-ATC.

DEPARTURE PROCEDURE: Rwy 7, climbing right turn via heading 170°, thence..., or for climb in visual conditions: cross Santa Barbara Muni Airport southbound at or above 1900, thence... Rwys 15L, 15R, climb via heading 152°, thence... Rwy 25, climbing left

turn via heading 155°, thence... ...then via RZS R-185 to GOLET INT, climb in GOLET INT holding pattern (SE, right turns, 307° inbound), to cross GOLET INT at or above MEA for route of flight, before proceeding on course.

NOTE: Rwv 7. obstruction light on DME antenna, road and numerous trees beginning 350' from departure end of runway, 101' right of centerline, up to 55' AGL/74' MSL. Antennas, poles, tower, and numerous trees beginning 194' from departure end of runway, 11' left of centerline, up to 79' AGL/98' MSL. Rwy 15L, numerous trees beginning 1242' from departure end of runway, 119' right of centerline, up to 100' AGL/159' MSL. Rwy 15R, sign and numerous trees beginning 29' from departure end of runway, 94' right of centerline, up to 100' AGL/159' MSL. Tree 1325' from departure end of runway, 243' left of centerline, 19' AGL/59' MSL. Rwy 25. trees beginning 1999' from departure end of runway. 793' right of centerline, up to 67' AGL/86' MSL.

# SANTA MARIA, CA

SANTA MARIA PUBLIC/ CAPTAIN G. ALLAN HANCOCK FIELD

TAKE-OFF MINIMUMS: Rwv 12, CAT C.D 3400-2 or std. with a min. climb of 310' per NM to 3600. Rwy 20, CAT A,B 1300-2 or std. with a min. climb of 250' per NM to 1500; CAT C,D 1600-2 or std. with a min. climb of 250' per NM to 2100.

DEPARTURE PROCEDURE: Rwys 2, 12, climbing left turn. Rwy 20, climbing right turn. Rwy 30, climb via runway heading. All aircraft climb direct GLJ VOR. Continue climb via GLJ R-300 northwestbound to 2000, then continue climbing direct MQO VORTAC.

NOTE: 400' - 550' trees beginning 3/4 mile from departure end of Rwy 12.

10266

 $\overline{f V}$  take-off minimums and (obstacle) departure procedures  $\overline{f V}$ 

# SANTA MONICA, CA

SANTA MONICA MUNI

TAKE-OFF MINIMUMS: Rwy 3, std. w/min. climb of 325' per NM to 1100, or 1200-3 for climb in visual conditions. Rwy 21, std. w/min. climb of 215' per NM to 4000, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 3, climbing right turn to 5000 via SMO R-210 and LAX R-276 to SADDE INT. or for climb in visual conditions: cross SMO VOR/DME at or above 1200 then continue climb to 5000 via SMO R-210 and LAX R-276 to SADDE INT. Rwv 21, climb to 5000 via SMO R-210 and LAX R-276 to SADDE INT, or for climb in visual conditions: cross SMO VOR/DME at or above 1200, then climb to 5000 via SMO R-210 and LAX R-276 to SADDE INT.

NOTE: Rwy 3, multiple signs and trees beginning 19' from departure end of runway, 300' right of centerline, up to 36' AGL/211' MSL, tower 5488' from departure end of run way, 1902' right of centerline, 150' AGL/325' MSL. light standard 19' from departure end of runway, 176' right of centerline, 6' AGL/181' MSL, multiple trees beginning 325' from departure end of runway, 227' left of centerline, up to 34' AGL/209' MSL, sign 56' from departure end of runway, 185' left of centerline, 6' AGL/ 181'MSL. Rwy 21, multiple trees and poles beginning 140' from departure end of runway, 247' right of centerline, up to 81' AGL/196' MSL, antenna on building 280' from departure end of runway, 486' right of centerline, 35' AGL/150' MSL, VOR 101' from departure end of runway, 255' left of centerline, 7' AGL/122' MSL.

# SANTA YNEZ, CA

SANTA YNEZ

TAKE-OFF MINIMUMS: Rwy 8, CAT C,D 1100-2 or std. with a min. climb of 280' per NM to 2000. DEPARTURE PROCEDURE: Rwy 8, turn left, climb to 6000 heading 260° and V27 to ORCUT Int. Rwy 26, climb to 6000 via RZS R-275 and V27 to ORCUT Int.

# SHAFTER, CA

SEP 2010 to 21 OCT 2010

SHAFTER-MINTER FIELD

DEPARTURE PROCEDURE: Rwys 12, 17, turn right. Rwys 30,35, turn left. Climb westbound to 4000 via V248. Westboundaircraft continue at 4000 on course. Eastbound aircraft turn right at 4000 direct EHF VORTAC.

### TORRANCE, CA

ZAMPERINI FIELD (TOA) AMDT 1A 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 11L, 400-2 or std. w/min. climb of 325' per NM to 600. Rwy 11R, 400-21/2 or std. with a min. climb of 325' per NM to 600.

DEPARTURE PROCEDURE: Rwvs 29L, 29R, climb runway heading. Rwys 11L, 11R, climbing left turn to heading 290°. Both departures climb to 3000, intercept LAX R-170 to LIMBO Int.

# TUSI AHP (KHGT),

HUNTER LIGGETT, CA . . . . . AMDT 3, 08269 Helicopter use only. Climb on a heading between 010° CW to 190° from heliport (or a minimum climb rate of 530' per NM to 7800 for all other courses).

# TWENTYNINE PALMS, CA

TWENTYNINE PALMS

TAKE-OFF MINIMUMS: Rwv 17, NA, Rwvs 8, 26, 35, std, with a min, climb of 280' per NM to 5500. DEPARTURE PROCEDURE: Rwys 8, 26, 35, turn right direct TNP VORTAC. Eastbound on V264 continue climb on course. All others climb in TNP holding pattern (E, left turns, 255° inbound) to cross TNP VORTAC at or above 6000 before proceeding on course. Northeast bound on V514-538 cross TNP VORTAC at or above

# TWENTYNINE PALMS SELF (NXP)

TWENTYNINE PALMS, CA ...... 07354 Diverse departure not authorized.

### UPLAND, CA

CABLE (CCB)

AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 6, 300-134 or std. with a min. climb of 240' per NM to 1900.

DEPARTURE PROCEDURE: Rwv 6, climbing right turn. Rwy 24, climbing left turn. All aircraft climb direct PDZ VORTAC and hold (East, right turns, 258°, inbound), continue climb-in-hold to MEA for route of

NOTE: Rwy 24, sign, 45' from DER, 96' left of centerline, 8' AGL/1396' MSL. Trees beginning 250' from DER. 417' right of centerline, up to 30' AGL/1429' MSL. Rwy 6, trees beginning 14' from DER, 78' left of centerline, up to 30' AGL/1669' MSL. Sign 27' from DER, 98' right of centerline, 8' AGL/1448' MSL. Sign 29' from DER, 102' left of centerline, 8' AGL/1451' MSL. Pole 109' from DER, 221' right of centerline, 40' AGL/1470' MSL. Poles beginning 123' from DER, 178' left of centerline, up to 47' AGL/1491' MSL. Trees beginning 160' from DER, 15' right of centerline, up to 30' AGL/1506' MSL. Obstruction light on building 768' from DER, 246' left of centerline, 39' AGL/1489' MSL. Tree 2785' from DER, on centerline, 30' AGL1524' MSL.

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# VAN NUYS, CA

VAN NUYS (VNY) AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: Rwys 16L, 16R, std. w/min. climb of 370' per NM to 7100, or 1500-21/2 for climb in visual conditions. Rwys 34L, 34R, std. w/min. climb of 370' per NM to 7100, or 1500-21/2 for climb in visual

DEPARTURE PROCEDURE: Rwv s16L.16R, climbing left turn heading 050° to intercept VNY R-095 to DARTS/INT and hold West, Right turns, 095° inbound, continue climb-in-hold to 7100', before proceeding on course. Aircraft Eastbound via V186, Southeastbound via V459, climb on course or for climb in visual conditions cross Van Nuys airport at or above 4500 before proceeding on course. Rwys 34L, 34R, climbing right turn heading 125° to intercept VNY R-095 to DARTS/ INT, and hold West, Right turns 095° inbound, continue climb-in-hold to 7100, before proceeding on course. Aircraft Eastbound via V186, Southeastbound via V459, climb on course or for climb in visual conditions cross Van Nuvs airport at or above 4500 before proceeding on

NOTE: Rwy 16L, light on hangar 713' from DER 361' left of centerline, 27' AGL/798' MSL. Rwy 16R, hangar 209' from DER, 516' right of centerline, 9' AGL/755 MSL. Flagpole 570' from DER, 549' right of centerline, 15' AGL/761' MSL. Building 941' from DER, 599' left of centerline, 28' AGL/774' MSL. Muliple trees beginning 1129' from DER, left and right of centerline, up to 72' AGL/818' MSL. Rwy 34L, blast fence 169' from DER, 405' left of centerline, 10' AGL/812' MSL. Obstruction light on blast fence, 241' from DER, 195' left of centerline, 17' AGL/819' MSL. Multiple trees beginning 325' from DER, 549' right of centerline, up to 119' AGL/ 921' MSL. Railroad 305' from DER, 369' right of centerline, 30' AGL/832' MSL. Building 424' from DER, 589' right of centelrine, 29' AGL/831' MSL. Antenna on building 450' from DER 462' left of centerline, 15' AGL/ 817' MSL. Pole 1376' from DER, 779' left of centerline, 68' AGL/870' MSL. Multiple trees beginning 828' from DER, 15' left of centerline, 78' AGL/907' MSL. Rwy 34R, railroad 305' from DER, 5' right of centerline, 23' AGL/832' MSL. Multiple trees beginning 325' from DER, 174' right of centerline, up to 122' AGL/921' MSL. Building 424' from DER, 214' right of centerline, 32' AGL/831'MSL, Multiple trees beginning 781' from DER, 110' left of centerline 62' AGL/891' MSL.

# VANDENBERG AFB (KVBG)

Rwv 12: 6500-3 or standard with a minimum climb rate of 300'/NM to 8800, cross DER at or above 35' AGL/404'

Rwv 30: 6400-3 or standard with a minimum climb rate of 270'/NM to 8800, cross DER at or above 35' AGL/274'

TAKE-OFF OBSTACLES: Rwy 12: trees 40' AGL/479' MSL, 3814' from DER, 1126' right of centerline, Road with possible vehicles 10' AGL/443' MSL, 2961' from DER, 360' right of centerline. Trees 200' AGL/594' MSL, 1.3 NM from DER, 795' right of centerline. Trees 200' AGL/600' MSL, 1.1 NM from DER, 2250' right of centerline. Trees 200' AGL/604' MSL, 1.0 NM from DER, 90' right of centerline, Trees 200' AGL/600' MSL. 1.4 NM from DER, 2665' left of centerline. Trees 200' AGL/620' MSL, 6051' from DER, 2044' left of centerline. Trees 50' AGL/1375' MSL, 3.2 NM from DER, 5.0 NM left of centerline, Trees 107' AGL/546' MSL, 4548' from DER. 1479' right of centerline.

Rwy 12/30 VCOA: For climb in Visual Conditions 2200-3, remain within 6.5 NM from airport, cross Vandenberg airport at or above 2400, then proceed as filed. Maximum airspeed 250 kts.

Note: Aircrews must notify ATC prior to executing this VCOA procedure.

# VICTORVILLE, CA

# SOUTHERN CALIFORNIA LOGISTICS

TAKE-OFF MINIMUMS: Rwv 3, std. w/min. climb of 266' per NM to 3500 or 5300-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 3, climbing left turn heading 220°, thence...or for climb in visual conditions cross Southern California Logistics Airport at or above 8000 MSL before proceeding on course. Rwys 17,21, climbing right turn heading 325°, thence... Rwy 35, climbing left turn heading 220°, thence...

. . All aircraft climb via VCV VOR/DME R-269 to ETHER INT. Continue climb in ETHER holding pattern (NE PMD VORTAC, left turn, 247° inbound) to MEA for direction of flight.

NOTE: Rwy 3, pole 408' from departure end of runway, 511' right of centerline, 29' AGL/2873' MSL, Terrain beginning 153' from departure end of runway, 41' right of centerline, up to 3196' MSL. Terrain beginning 17' from departure end of runway, 104' left of centerline, up to 2855' MSL. Tree 2.1 NM from departure end of runway, 3735' right of centerline, 50' AGL/3269' MSL. Rwy 17, sign 248' from departure end of runway, 277' left of centerline, 14' AGL/2896' MSL. Antenna on building 701' from departure end of runway, 203' left of centerline, 20' AGL/2902' MSL.

SEP 2010 to 21 OCT 2010

# **CALIFORNIA** 64

# Railroad. RWY 21: Thid dspicd 328'. Tree. Rgt tfc. AIRPORT REMARKS: Attended 1600-0100Z‡. Wildlife refuges to the SW,

B S4

RWY 13-31: H4300X50 (ASPH)

AI TIIRAS

4378

RWY 31: REIL. VASI(V4L)-GA 3.0° TCH 28'. Railroad. RWY 03-21: H3096X60 (ASPH) S-12 LIRL RWY 03: REIL. VASI(V4L)—GA 3.0° TCH 28'. Thid dspicd 241'.

RWY 13: Thid dspicd 209'. Road. Rgt tfc.

FUEL 100LL, JET A

ALTURAS MUNI (AAT) 1 W UTC-8(-7DT) N41°28.98' W120°33.92'

S-12

TPA-5378(1000) NOTAM FILE AAT

S, and SE present potential bird hazards to acft from Oct-April. Firefighting acft seasonal May-Oct, Arrivals Rwy 21 discouraged due to school on apch. No tkf Rwy 03 to NE except during adverse wind conditions, 150' minimum alt over houses, ACTIVATE MIRL Rwy 13-31; LIRL Rwy 03-21; VASI and REIL Rwy 03 and Rwy

MIRL

# 31—CTAF WEATHER DATA SOURCES: ASOS 124.175 (530) 233-5251. COMMUNICATIONS: CTAF/UNICOM 122.8 R SEATTLE CENTER APP/DEP CON 127.6 RADIO AIDS TO NAVIGATION: NOTAM FILE LKV. LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42°29.57' W120°30.43' 163° 60.6 NM to fld. 7460/19E.

CALIFORNIA PINES

(A24)

4398 TPA-5198(800) NOTAM FILE RNO S = 12

RWY 05-23: H4250X45 (ASPH)

RWY 23: Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. Deer invof arpt. Firefighting acft invof arpt May-Oct, Vehicles opr invof arpt, Rwy 05-23 surface loose

gravel, cracked pavement with eroded edges. First 750' of Rwy 23 is 45' wide and remainig 4,000' is 50' wide. COMMUNICATIONS: CTAF/UNICOM 123.0

4012

ANDY McBETH

RADIO AIDS TO NAVIGATION: NOTAM FILE LKV. LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42°29.57' W120°30.43' 168° 65.3 NM to fld. 7460/19E.

HIWAS.

Œ 8 SW UTC-8(-7DT) N41°24.73′ W120°41.04′ KLAMATH FALLS L-11A

KLAMATH FALLS

L-11A

IAP

Residential Residential Area

AMEDEE AAF (AHC) (KAHC) 9N UTC-8(-7DT) N40°15.96' W120°09.04'

RWY 08-26: H10000X150 (ASPH) PCN 110 F/C/W/T LIRL RWY 26: VASI. (V4L) MILITARY SERVICE: LGT ACTIVATE Lgt by reg 241.9. Rwy 08 and Rwy 26 portable lgts.

MILITARY REMARKS: Opr Mon-Fri 1600-0000Z‡, exc holidays. WEATHER DATA SOURCES: ASOS C530-827-4520 DSN 855-4520.

COMMUNICATIONS: CTAF 126.1 OAKLAND CENTER APP/DEP 128.8 285.5 RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

(T) VORW/DME 109.0 AHC Chan 27 VOR/DME unusable 360°-040° byd 10 NM. VOR unusable 320°-360°.

NOTAM FILE RNO

N40°16.07′ W120°09.12′

(See KLAMATH GLEN)

at fld. 4006/17E.

SAN FRANCISCO H-3B I-3B

KLAMATH FALLS

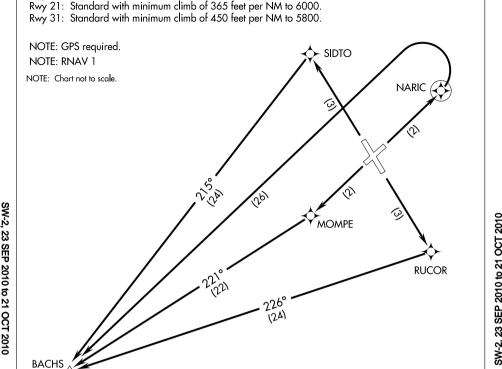
H-3B, L-9A, 11A

DIAP

ANGELS CAMP N38°01.40′ W120°35.40′ RCO 122 3 (RANCHO MURIETA RADIO)

ALTURAS MUNI (AAT) ALTURAS, CALIFORNIA

TAKE-OFF MINIMUMS Rwy 3: Standard with minimum climb of 340 feet per NM to 5900. Rwy 13: Standard with minimum climb of 230 feet per NM to 8200. SEATTLE CENTER 127.6 346.35 CTAF 122.8



# TAKE-OFF OBSTACLE NOTES

Rwy 3: Trees, buildings, poles and a road with vehicles beginning 1' from DER, right and left of centerline, up to 100' AGL/4659' MSL.

Rwy 21: Trees and road with vehicles beginning 1' from DER, right and left of centerline, to 100' AGL/4469' MSL.

Rwy 13: Trees and a road with vehicles beginning 1' from DER, right and left of centerline, up to 100' AGL/4519' MSL.

Rwy 31: Trees and road with vehicles beginning 1' from DER, right and left of centerline, up to 100' AGL/4469' MSL.

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 9000 direct NARIC, then climbing left turn direct BACHS. TAKE-OFF RUNWAY 13: Climb to 9000 direct RUCOR, turn right via 226° track to BACHS.

TAKE-OFF RUNWAY 21: Climb to 9000 direct MOMPE, then via 221° track to BACHS.

TAKE-OFF RUNWAY 31: Climb to 9000 direct SIDTO, turn left via 215° track to BACHS.

ALTURAS, CALIFORNIA ALTURAS MUNI (AAT)

SEATTLE CENTER 127.6 346.35

CTAF 122.8

SW-2, 23 SEP 2010 to 21 OCT 2010

TAKE-OFF MINIMUMS Rwy 3: Standard with minimum climb of 367' per NM to 11000. Rwy 13: Standard with minimum climb of 389' per NM to 11000.

Rwys 21 and 31: NA - ATC.

NOTE: GPS required.

NOTE: RNAV 1 NILIY NOTE: Chart not to scale. **7 NM** NARIC CHOIR

# TAKE-OFF OBSTACLE NOTES

**RUCOR** 

Rwy 3: Trees, buildings, poles and a road with vehicles beginning 1' from DER, right and left of centerline, up to 100' AGL/4659' MSL.

Rwy 13: Trees and road with vehicles beginning 1' from DER, right and left of centerline, up to 100' AGL/4519' MSL



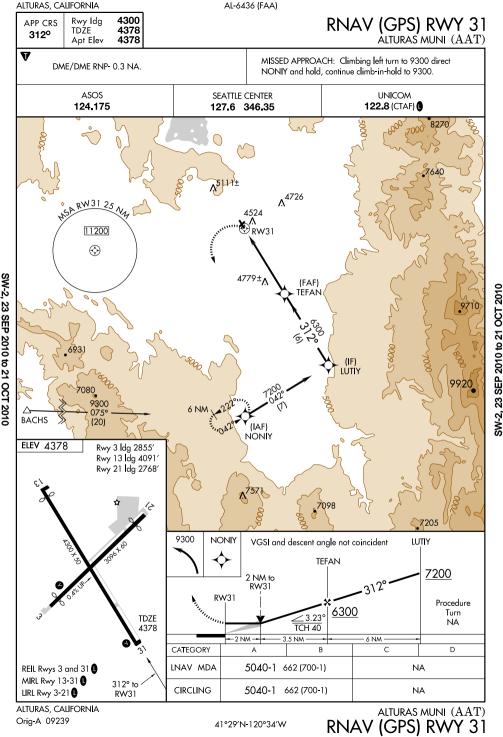
# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 11000 direct NARIC and via 030° track to NILIY and via 092° track to CHOIR, Thence....

TAKE-OFF RUNWAY 13: Climb to 11000 direct RUCOR and via 056° track to CHOIR, Thence....

....climb in holding, (if required) before proceeding on course.

# CHOIR TWO DEPARTURE (RNAV)



**CALIFORNIA** 

N38°34 80' W122°26 13'

SAN FRANCISCO

€3

IAP

L-2G. 3A

a a

*(*3

ANGWIN-PARRETT FLD (203)S4 FUEL 100LL TPA-2698(850) NOTAM FILE OAK RWY 16-34: H3217X50 (ASPH)

ANGWIN

RWY 18-36: H6498X150 (ASPH) S-70, D-90, 2D-150 RWY 18: PAPI(P2L)-GA 3.5° TCH 49', Hill.

RWY 34: TRCV(TRIR)-GA 5.0° TCH 18', Trees, Rgt tfc. AIRPORT REMARKS: Attended Sun-Fri 1600-0100Z±, ACTIVATE LIRL Rwv 16-34 and TRCV Rwys 16 and 34-CTAF, NOTE: See Special Notice—Extensive Flight Training in vicinity of Angwin-Parrett Field

UTC-8(-7DT)

Chan 58

Airport COMMUNICATIONS: CTAF/UNICOM 123.0

1 E

LIRI

RADIO AIDS TO NAVIGATION: NOTAM FILE APC SCAGGS ISLAND (L) VORTACW 112.1 SGD

RWY 16: TRCV(TRIL)-GA 5.0° TCH 18', Tree.

W122°22.39' 336° 24.2 NM to fld. 10/17E.

N38°10.76' Mobile Homes

ANTELOPE MOUNTAIN N41°36.60'W122°37.42' RCO 122.4 (RANCHO MURIETA RADIO)

UTC-8(-7DT) N34°34.52' W117°11.17'

MIRL

APPLE VALLEY (APV) 3 N FUEL 100LL, JET A TPA-See Remarks

RWY 08-26: H4099X60 (ASPH) S-40, D-60, 2D-100 RWY 08: PAPI(P2L)—GA 3.0°, TCH 38', P-line, Rgt tfc. RWY 26: PAPI(P2L)-GA 3.0°. TCH 47'. AIRPORT REMARKS: Attended 1430-0100Z‡. Parachute Jumping. For fuel call (760) 559-0616 or (760) 240-4686 from 1700-0200Z±, Aerobatic training NE area of arpt, Rwv 08-26 CLOSED to acft over 12,500 pounds without PPR from arpt

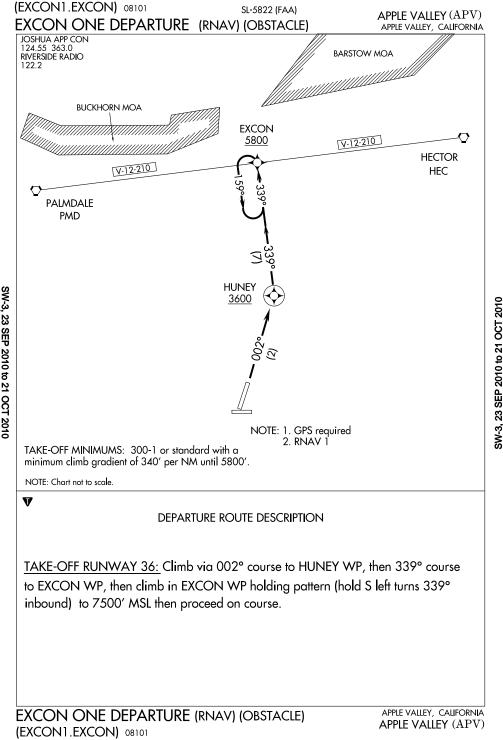
RWY 36: PAPI(P2L)—GA 3.0° TCH 40', Thid dsplcd 597', Rgt tfc.

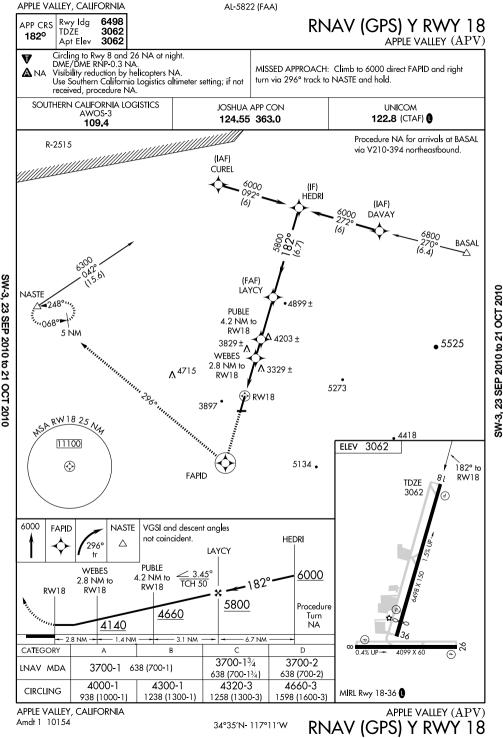
manager, call 760-247-2371, Rwy 08-26 CLOSED to ngt ops due to rapidly rising terrain E and W of rwy, W to 3890' within 1.5 NM and E to 3910' within 1.7 NM. Rwy 18-36 on apch to Rwy 36 cross Rwy 08-26. TPA Rwy 18-36 4062(1000), Rwy 08-26 3862(800). South ramp clsd except helicopters, 20' light poles 100' East and 100' West. COMMUNICATIONS: CTAF/AUDICOM 122 8

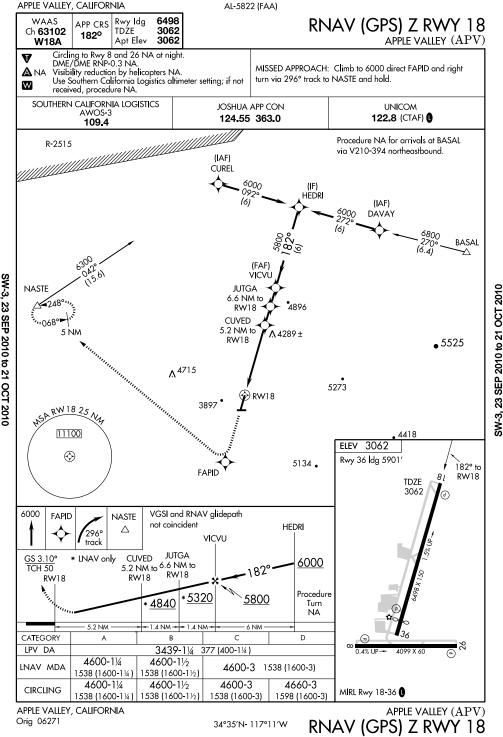
(G (G (G (G KLAMATH FALLS L-1A LOS ANGELES H-41. L-4H. 7C NOTAM FILE RAL 1.5% up N Parachute Drop Zone

BARSTOW RCO 122.3 (RIVERSIDE RADIO) JOSHUA APP/DEP CON 124.55 RADIO AIDS TO NAVIGATION: NOTAM FILE DAG

DAGGETT (L) VORTACW 113.2 DAG Chan 79 N34°57.75′ W116°34.69′ 218° 37.9 NM to fld. 1760/15E. RAWIH







FUEL 100LL JET A LRA

RWY 14-32: H6000X150 (ASPH-GRVD)

RWY 01-19: H4499X150 (ASPH-GRVD)

707-496-1123 or 707-496-5566.

MIRL 0.5% up N RWY 01: REIL, VASI(V4L)-GA 3.0° TCH 40'.

7 N UTC-8(-7DT) N40°58.69' W124°06.52'

RWY 14: REIL. VASI(V4L)-GA 2.8° TCH 51'. Thid dspicd 797'. Rgt

RWY 32: REIL. MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 46'. Tree.

TODA-5998

14-32, REIL and VASI Rwy 14, MALSR, TDZL, REIL, and PAPI Rwy 32-CTAF, MIRL 01-19, REIL and VASI Rwy 01 PPR ctc

RWY 32: TORA-5998 TODA-5998 ASDA-5198

AIRPORT REMARKS: Attended Sun-Fri 1400-0700Z±. Sat 1500-02007±. Fuel avbl 0400-2400 local, CLOSED to unscheduled air carrier ops with more than 30 passenger seats

# ARCATA/EUREKA

# ARCATA (ACV)

2D-170

RWY 19: Trees, Rgt tfc. RUNWAY DECLARED DISTANCE INFORMATION RWY 14: TORA-5998

Unusable: 005°-100° byd 10 NM

VOR and DME unusable:

DME unusable:

ABETA NDB (LMM) 233

100°-155° byd 5 NM 155°-170° byd 10 NM **ILS/DME** 109.5 I-ACV

Chan 32

COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.6 (OAKLAND RADIO) SEATTLE CENTER APP/DEP CON 124.85 RADIO AIDS TO NAVIGATION: NOTAM FILE ACV. (L) VORW/DME 110.2 ACV Chan 39 N40°58.89' W124°06.50'

WEATHER DATA SOURCES: ASOS 118.525 (707) 839-7429.

070°-130° byd 25 NM blo 10,000'.

at fld.

Class IE. LMM ABETA NDB.

### AUBURN MUNI (AUN)

300°-330° bvd 25 NM blo 8.000'.

010°-015° byd 35 NM blo 8,500′

045°-070° bvd 25 NM blo 11.000'

FUEL 80, 100LL, JET A TPA—See Remarks NOTAM FILE AUN 1.2% up E

3 N UTC-8(-7DT) N38°57.29' W121°04.90'

CV N40°57.87' W124°05.94'

Rwv 32.

Class I. ARFF Index A NOTAM FILE ACV

LDA-5198

LDA-5198

S-60, D-155, 2S-175, 2D-280

S-60, D-95, 2S-121,

ASDA-5998

at fld. 193/17E.

ARMITAGE FLD

(See CHINA LAKE NAWS)

S4

RWY 07-25: H3700X75 (ASPH) S-30 MIRL

RWY 07: PAPI(P2L)-GA 3.0°. Thid dsplcd 200'. Hill. RWY 25: PAPI(P2L)-GA 3.0° TCH 34'. Hill. AIRPORT REMARKS: Attended May-Sep 1600-0200Z‡, Oct-Apr

1600-0100Z‡, Fuel 80 and 100LL avbl 24 hrs. Jet A avbl only during arpt ops hrs. Ultralight activity on and invof arpt. TPA-2539(1000), helicopter TPA-2119(580), rgt tfc for Rwy 07. Noise abatement procedure for Rwy 25; after tkf speed and

altitude permitting make 20° left turn at end of rwy to avoid

dep is preferred dep route. ACTIVATE MIRL Rwy 07-25, PAPI Rwy 07 and Rwy 25-CTAF. WEATHER DATA SOURCES: AWOS-3 119.375 (530) 888-8934. COMMUNICATIONS: CTAF/UNICOM 122.7

R NORCAL APP/DEP CON 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.

SQUAW VALLEY (L) VORW/DME 113.2 SWR Chan 79 N39°10.82'

W120°16.18' 235° 40.3 NM to fld. 8850/16E. HIWAS.

except PPR call arpt manager 707-839-5402, ACTIVATE HIRL Rwy Œ

0.7% up SE

O C

HIRL CL

SAN FRANCISCO

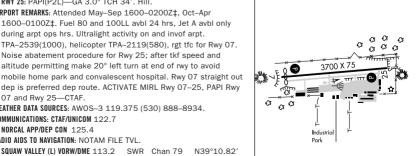
KLAMATH FALLS

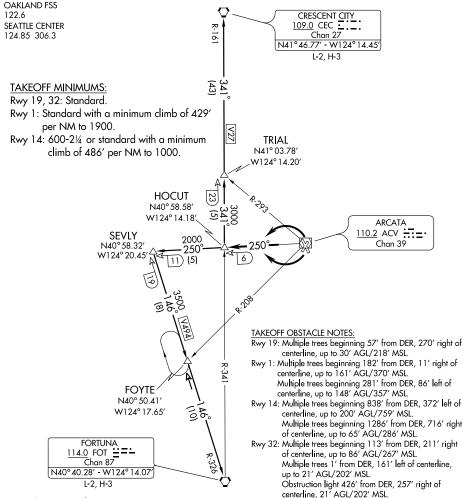
H-3B, L-21

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L-2G. 3A

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V

NOTE: Chart not to scale.

SW-2, 23 SEP 2010 to 21 OCT 2010

# DEPARTURE ROUTE DESCRIPTION

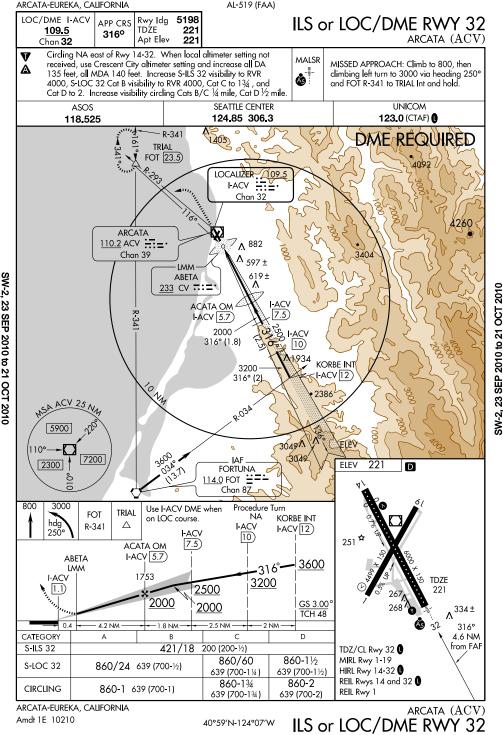
TAKE-OFF RUNWAYS 1 and 32: Climbing left turn, thence. . . . TAKE-OFF RUNWAYS 14 and 19: Climbing right turn, thence. . . .

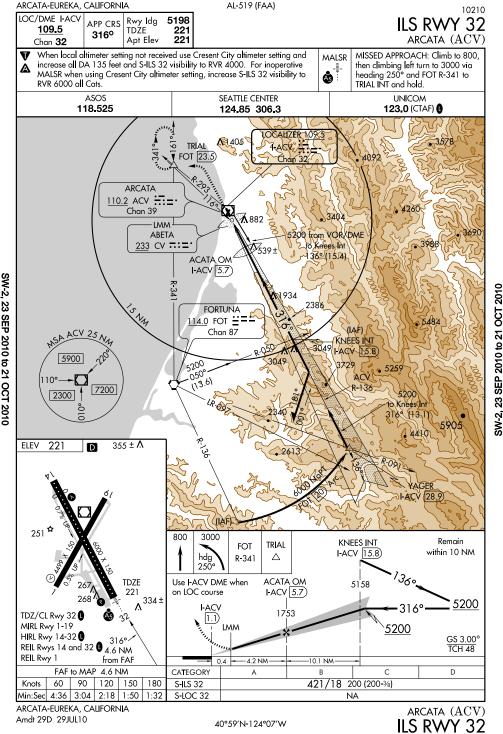
.via ACV R-250 to HOCUT INT.

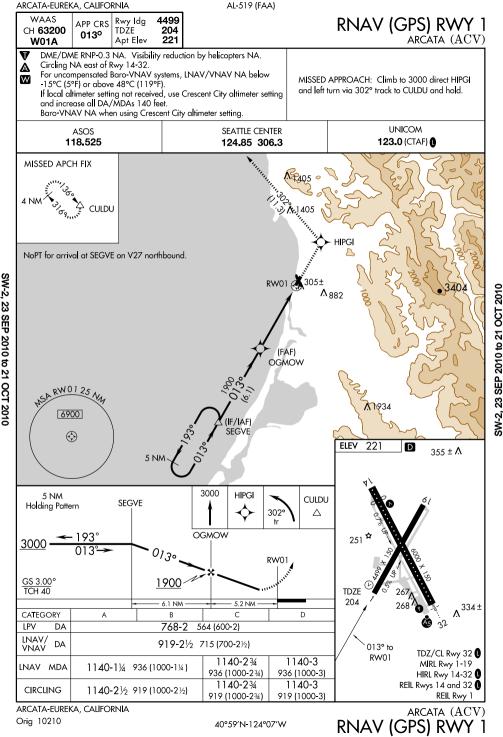
CRESCENT CITY TRANSITION (HOCUT3.CEC): From over HOCUT INT via FOT R-341 and CEC R-161 to CEC VORTAC.

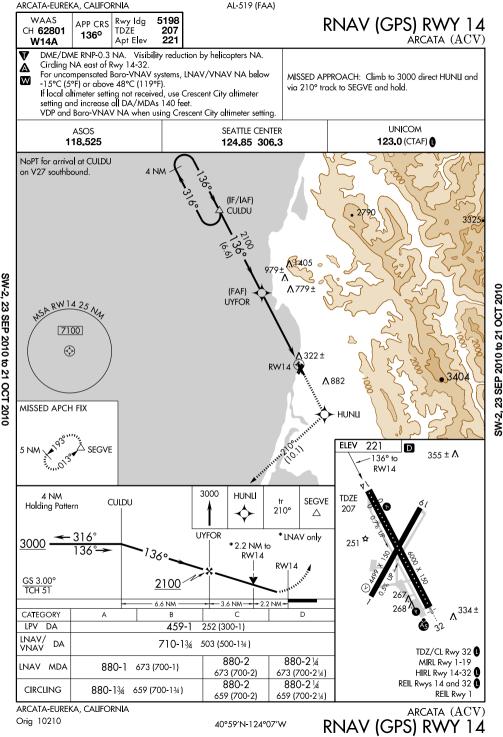
FORTUNA TRANSITION (HOCUT3.FOT): From over HOCUT INT via ACV R-250 to SEVLY INT, then via FOT R-326 to FOT VORTAC.

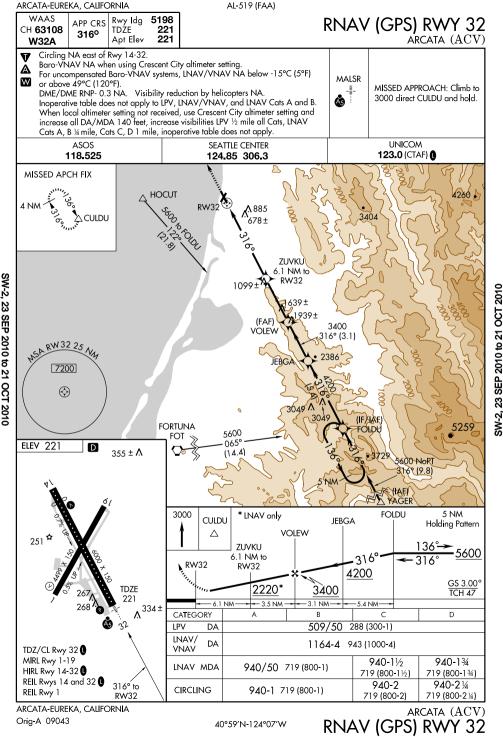
# **HOCUT THREE DEPARTURE** (HOCUT3.HOCUT) 07298











SW-2, 23 SEP 2010 to 21 OCT 2010

ARCATA-EUREKA, CALIFORNIA

REIL Rwys 14 and 32 0

Orig 10210

REIL Rwy 1

SW-2,

23 SEP 2010 to 21 OCT 2010

40°59′N-124°07′W

620-1

399 (400-1)

CIRCLING

680-1

459 (500-1)

VOR/DME RWY 14

780-2

559 (600-2)

680-11/2

459 (500-11/2)

SW-2, 23 SEP 2010 to 21 OCT 2010

FUEL 100LL JET A LRA

RWY 14-32: H6000X150 (ASPH-GRVD)

RWY 01-19: H4499X150 (ASPH-GRVD)

707-496-1123 or 707-496-5566.

MIRL 0.5% up N RWY 01: REIL, VASI(V4L)-GA 3.0° TCH 40'.

7 N UTC-8(-7DT) N40°58.69' W124°06.52'

RWY 14: REIL. VASI(V4L)-GA 2.8° TCH 51'. Thid dspicd 797'. Rgt

RWY 32: REIL. MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 46'. Tree.

TODA-5998

14-32, REIL and VASI Rwy 14, MALSR, TDZL, REIL, and PAPI Rwy 32-CTAF, MIRL 01-19, REIL and VASI Rwy 01 PPR ctc

RWY 32: TORA-5998 TODA-5998 ASDA-5198

AIRPORT REMARKS: Attended Sun-Fri 1400-0700Z±. Sat 1500-02007±. Fuel avbl 0400-2400 local, CLOSED to unscheduled air carrier ops with more than 30 passenger seats

# ARCATA/EUREKA

# ARCATA (ACV)

2D-170

RWY 19: Trees, Rgt tfc. RUNWAY DECLARED DISTANCE INFORMATION RWY 14: TORA-5998

Unusable: 005°-100° byd 10 NM

VOR and DME unusable:

DME unusable:

ABETA NDB (LMM) 233

100°-155° byd 5 NM 155°-170° byd 10 NM **ILS/DME** 109.5 I-ACV

Chan 32

COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.6 (OAKLAND RADIO) SEATTLE CENTER APP/DEP CON 124.85 RADIO AIDS TO NAVIGATION: NOTAM FILE ACV. (L) VORW/DME 110.2 ACV Chan 39 N40°58.89' W124°06.50'

WEATHER DATA SOURCES: ASOS 118.525 (707) 839-7429.

070°-130° byd 25 NM blo 10,000'.

at fld.

Class IE. LMM ABETA NDB.

### AUBURN MUNI (AUN)

300°-330° bvd 25 NM blo 8.000'.

010°-015° byd 35 NM blo 8,500′

045°-070° bvd 25 NM blo 11.000'

FUEL 80, 100LL, JET A TPA—See Remarks NOTAM FILE AUN 1.2% up E

3 N UTC-8(-7DT) N38°57.29' W121°04.90'

CV N40°57.87' W124°05.94'

Rwv 32.

Class I. ARFF Index A NOTAM FILE ACV

LDA-5198

LDA-5198

S-60, D-155, 2S-175, 2D-280

S-60, D-95, 2S-121,

ASDA-5998

at fld. 193/17E.

ARMITAGE FLD

(See CHINA LAKE NAWS)

S4

RWY 07-25: H3700X75 (ASPH) S-30 MIRL

RWY 07: PAPI(P2L)-GA 3.0°. Thid dsplcd 200'. Hill. RWY 25: PAPI(P2L)-GA 3.0° TCH 34'. Hill. AIRPORT REMARKS: Attended May-Sep 1600-0200Z‡, Oct-Apr

1600-0100Z‡, Fuel 80 and 100LL avbl 24 hrs. Jet A avbl only during arpt ops hrs. Ultralight activity on and invof arpt. TPA-2539(1000), helicopter TPA-2119(580), rgt tfc for Rwy 07. Noise abatement procedure for Rwy 25; after tkf speed and

altitude permitting make 20° left turn at end of rwy to avoid

dep is preferred dep route. ACTIVATE MIRL Rwy 07-25, PAPI Rwy 07 and Rwy 25-CTAF. WEATHER DATA SOURCES: AWOS-3 119.375 (530) 888-8934. COMMUNICATIONS: CTAF/UNICOM 122.7

R NORCAL APP/DEP CON 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.

SQUAW VALLEY (L) VORW/DME 113.2 SWR Chan 79 N39°10.82'

W120°16.18' 235° 40.3 NM to fld. 8850/16E. HIWAS.

except PPR call arpt manager 707-839-5402, ACTIVATE HIRL Rwy Œ

0.7% up SE

O C

HIRL CL

SAN FRANCISCO

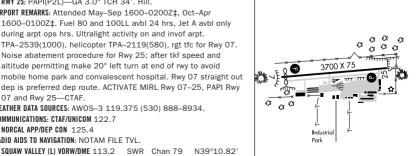
KLAMATH FALLS

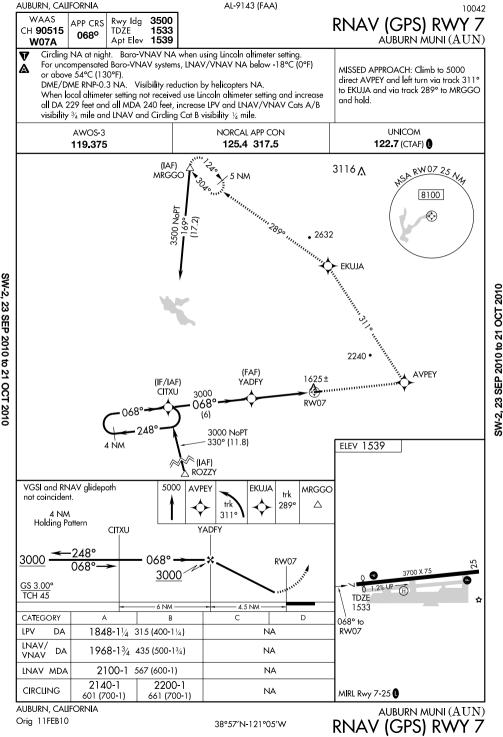
H-3B, L-21

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L-2G. 3A

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LOS ANGELES

L-3E, 4G

IAP

# AVALON

CATALINA (AVX) 6 NW UTC-8(-7DT) N33°24.30′ W118°24.95′ TPA-2602(1000) NOTAM FILE AVX

> RWY 22: REIL, PVASI(PSIL)—GA 3.0° TCH 50', Rgt tfc. AIRPORT REMARKS: Attended Apr 15-Oct 15 1600-0300Z±, Oct 16-Apr

04-22 safety areas both ends, 1600'+ dropoffs to the sea, NSTD rwy lights for emerg use only call 310-510-0143, PSIL Rwy 22

RWY 04-22: H3000X75 (ASPH) 1 8% up SW

published attendance schedule hrs exc for emerg. Rwy 04-22

Chan 51

14 1600-0100Z±. Arpt CLOSED for all opr other than during

Limited by airport operator to 12,500 lbs, gross weight, Full stop ldg only. No intersection takeoff, For public use, approval required through UNICOM prior to takeoff or Idg. Ldg fee. Rwy 22 first 2000' slopes up; remainder level. Pilots cannot see aircraft on opposite ends of runway due to gradient, Rwy 04-22 surface rough with numerous potholes and soft spots. Potholes and loose pavement fragments on rwy. For weather call 1-800-255-8700. Rwy 04-22 NSTD MIRL, 2971' Igtd between thresholds only, Rwy

N33°22 50' W118°25 20'

Mountains Mountains

AVENAL N35°38.82' W119°58.72' NOTAM FILE RILL

(H) VORTACW 117.1 AVE Chan 118 079° 14.4 NM to Lost Hills-Kern Co. 710/16E.

WEATHER DATA SOURCES: ASOS 120.675 (310) 510-9641.

BAKER (002)2 NW UTC-8(-7DT) N35°17.18' W116°04.88'

TPA-1922(1000) NOTAM FILE RAI

RWY 15-33: H3157X50 (ASPH) MIRL RWY 33: P-line, Rgt tfc. AIRPORT REMARKS: Unattended, Mountain ½ mile W of arpt, Pavement

opr during arpt opr hrs.

COMMUNICATIONS: CTAF/UNICOM 122.7 (R) SOCAL APP/DEP CON 127.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR SANTA CATALINA (L) VORTACW 111.4 SXC

352° 1.8 NM to fld. 2090/15E.

has cracks and loose rocks. ACTIVATE MIRL Rwy 15-33-CTAF. COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE DAG

DAGGETT (L) VORTACW 113.2 DAG Chan 79

W116°34.69' 036° 31.2 NM to fld. 1760/15E. HIWAS.

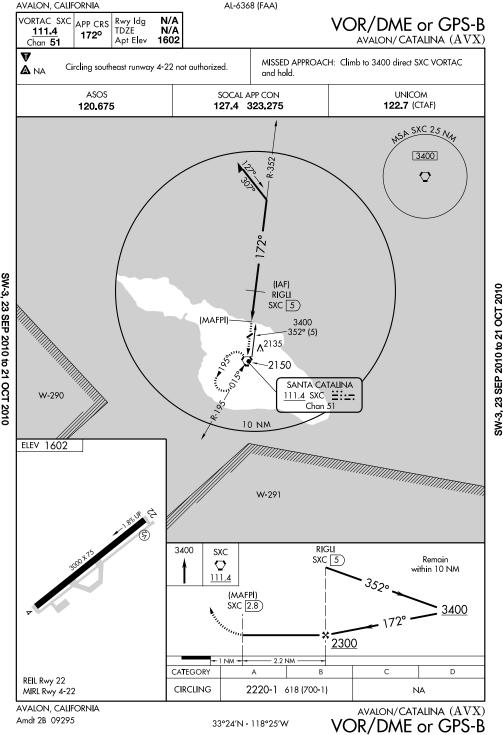
N34°57.75'

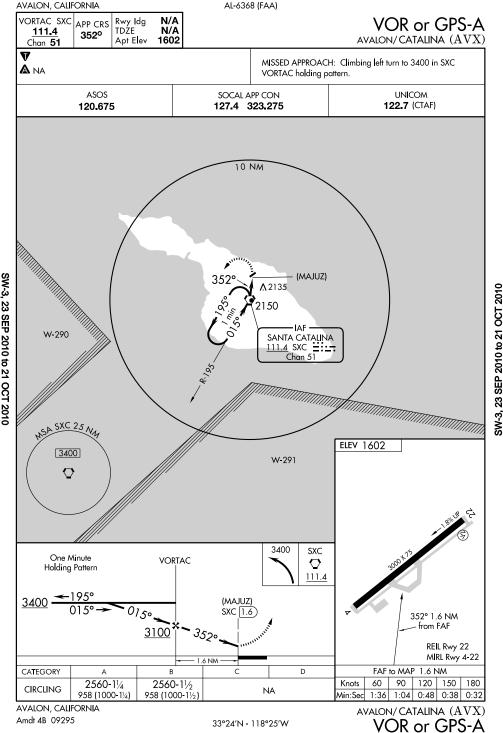
LOS ANGELES

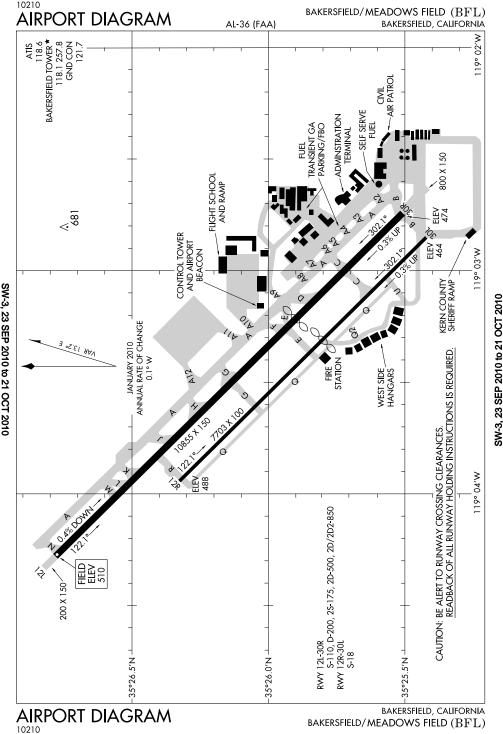
H-4H, L-3C, 7A

LOS ANGELES

I-7D







# BAKERSFIELD BAKERSFIELD MUNI (L45) 3 S UTC-8(-7DT) N35°19.49′ W118°59.76′

S4 FUEL 100LL TPA-1178(800) NOTAM FILE RIU

RWY 16-34: H4000X75 (ASPH) S-20 MIRL

RWY 16: Road, Rgt tfc.

RWY 34: PAPI(P2L)-GA 4.0° TCH 54', P-line.

AIRPORT REMARKS: Attended 1500-0100Z‡. 100' pole line 1/2 mile south of arpt.

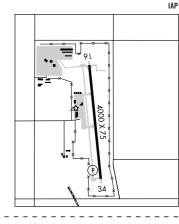
COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.45 (RANCHO MURIETA RADIO)

R BAKERSFIELD APP/DEP CON 126.45 (1400-0700Z‡)

R L.A. CENTER APP/DEP CON 127.1 (0700-1400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL. SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07'

W119°05.84' 139° 10.8 NM to fld. 548/14E. HIWAS.



LOS ANGELES

L-3D. 7B

S4

IINICOM 122 95

RWY 12L: VASI(V4L)-GA 3.0° TCH 52'. 0.4% down. RWY 30R: MALSR. TDZL. PAPI(P4L)-GA 3.0° TCH 64'. Thid dspicd 3426'. Rgt tfc. 0.3% up. RWY 12R-30L: H7703X100 (ASPH) S-18 MIRL 0.3% up NW

RWY 12R: PAPI(P4L)-GA 3.0° TCH 25'. Rgt tfc. RWY 30L: PAPI(P4L)-GA 3.0° TCH 25'. Thid dsplcd 3382'. Tree. AIRPORT REMARKS: Attended continuously. Rwy 12R-30L CLOSED when twr clsd. Right base ops for Rwy 30R establish wings level on final apch no lower than 300' AGL. Noise sensitive areas S and E of arpt recommended turboiet training hrs weekdays 1600-0600Z±.

weekends 2000-0600Z‡ no more than ten practice approaches per hour, Class I, ARFF Index B, Index C ARFF avbl. Centerline Igts Rwy 30R only, RVR touchdown, midfield, rollout Rwy 30R avbl. When twr clsd ACTIVATE HIRL Rwy 12L-30R, PAPI and MALSR Rwy 30R-CTAF. PAPI Rwy 12R and PAPI Rwy 30L opr continuously. WEATHER DATA SOURCES: ASOS (661) 393-3766. COMMUNICATIONS: CTAF 118.1 ATIS 118.6 (661) 399-9425

BAKERSFIELD RCO 122.45 (RANCHO MURIETA RADIO) BAKERSFIELD APP CON 118.9 (N) 118.8 (S) (1400-0700Z‡) BAKERSFIELD DEP CON 126.45 (N.S) (1400-0700Z±) (R) L.A. CENTER APP/DEP CON 127.1 (0700-1400Z‡)

BAKERSFIELD TOWER 118.1 (1400-0700Z‡) GND CON 121.7

AIRSPACE: CLASS D svc 1400-0700Z tother times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL.

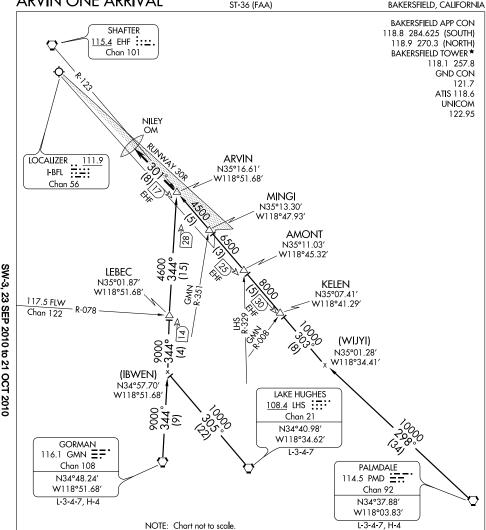
SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07' W119°05.84' 133° 3.6 NM to fld. 548/14E.

**2AWIH** ILS/DME 111.9 I-BFL Chan 56 Rwy 30R. ILS unmonitored when twr clsd.

MEADOWS FLD (BFL) 3 NW UTC-8(-7DT) N35°26.03′ W119°03.46′ INS ANGFLES FUEL 100, 100LL, JET A OX 2 ARFF Index—See Remarks NOTAM FILE BFL H-4H, L-3D, 7B RWY 12L-30R: H10855X150 (ASPH-GRVD) S-110, D-200, 2S-175, 2D-500, 2D/2D2-850 HIRL CL IAP, AD Tank Form 9 Rwy 12R-30L: 7703 X 100

ST-36 (FAA)

MEADOWS FIELD



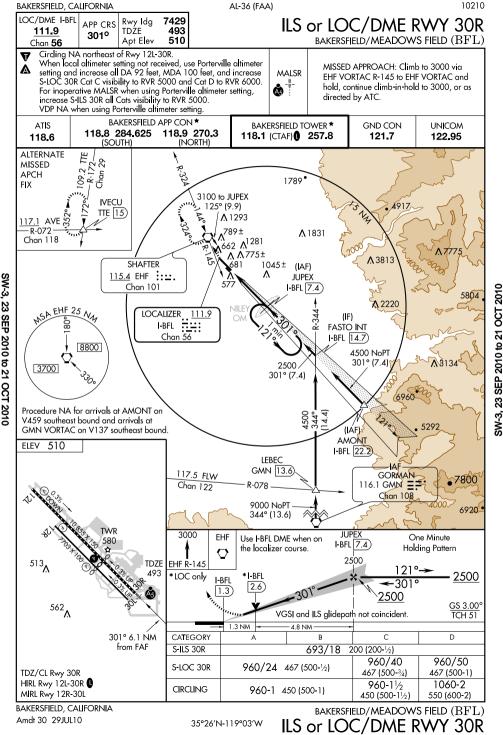
GORMAN TRANSITION (GMN.ARVIN1): From over GMN VORTAC via GMN R-344 to ARVIN INT. Thence....

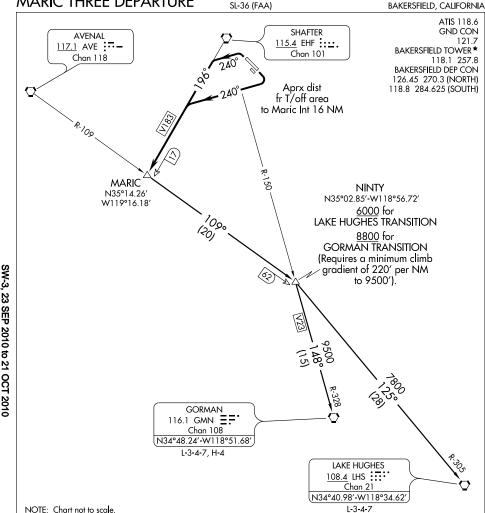
LAKE HUGHES TRANSITION (LHS.ARVIN1): From over LHS VORTAC via LHS R-305 and GMN R-344 to ARVIN INT. Thence....

PALMDALE TRANSITION (PMD.ARVIN1): From over PMD VORTAC via PMD R-298 and EHF R-123 to ARVIN INT. Thence....

....From over ARVIN INT via the I-BFL ILS 30R localizer to NILEY OM.

LOST COMMUNICATIONS: From over ARVIN INT via I-BFL ILS 30R to NILEY OM.





V

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 12L/R: Turn right heading 240°. Thence....

TAKE-OFF RUNWAYS 30L/R: Turn left heading 240°. Thence....

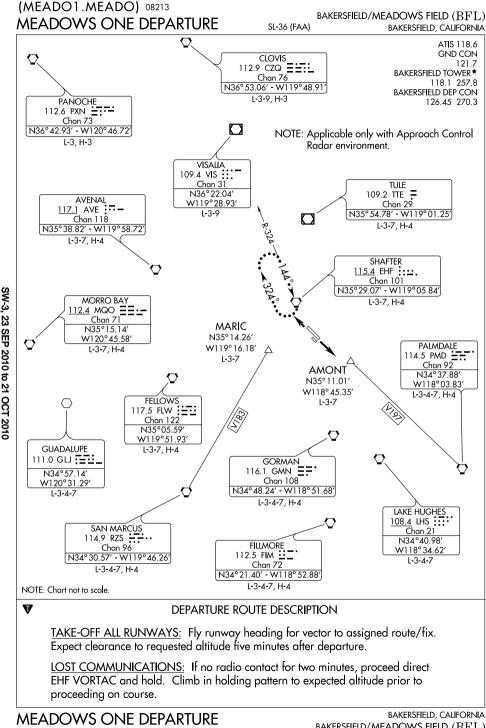
....intercept and proceed via the EHF R-196 to MARIC INT. Thence via (transition) or (assigned route).

GORMAN TRANSITION (MARIC3.GMN): From over MARIC INT via AVE R-109 and GMN R-328 to GMN VORTAC.

LAKE HUGHES TRANSITION (MARIC3.LHS): From over MARIC INT via AVE R-109 and LHS R-305 to LHS VORTAC.

MARIC THREE DEPARTURE

BAKERSFIELD, CALIFORNIA BAKERSFIELD/MEADOWS FIELD (BFL)

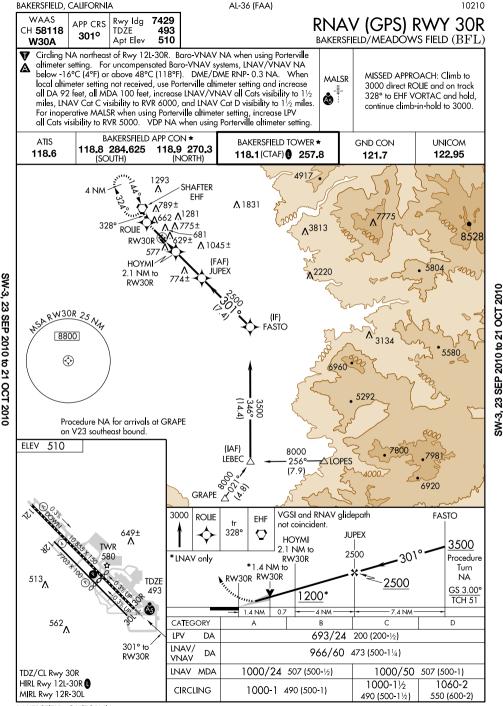


SW-3, 23 SEP 2010 to 21 OCT 2010

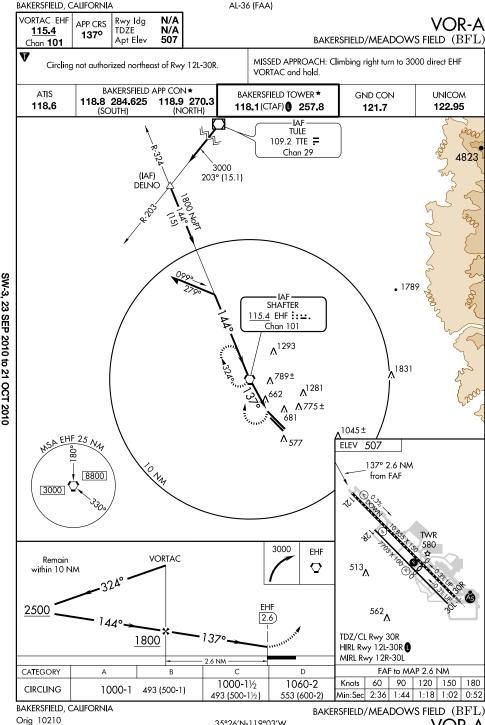
AL-36 (FAA)

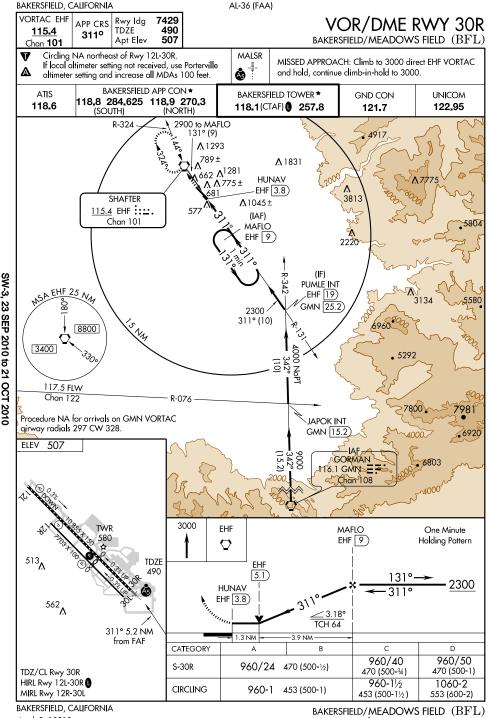
SW-3, 23 SEP 2010 to 21 OCT 2010

BAKERSFIELD, CALIFORNIA



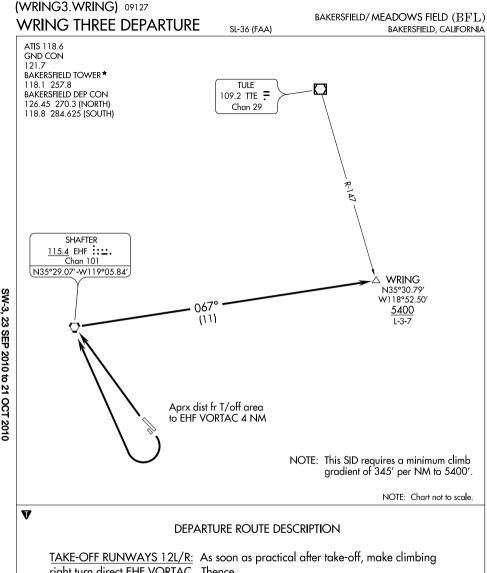
BAKERSFIELD, CALIFORNIA Amdt 1 29JUL10 BAKERSFIELD/MEADOWS FIELD (BFL)
RNAV (GPS) RWY 30R





Amdt 9 10210

VOR/DME RWY 30R



right turn direct EHF VORTAC. Thence....

TAKE-OFF RUNWAYS 30L/R: Climb direct EHF VORTAC. Thence....

....From over EHF VORTAC via EHF R-067 to WRING INT. Then via (assigned route).

WRING THREE DEPARTURE (WRING3.WRING) 09127

BAKERSFIELD, CALIFORNIA BAKERSFIELD/MEADOWS FIELD (BFL)

### BAKERSFIELD BAKERSFIELD MUNI (L45) 3 S UTC-8(-7DT) N35°19.49′ W118°59.76′

S4 FUEL 100LL TPA-1178(800) NOTAM FILE RIU

RWY 16-34: H4000X75 (ASPH) S-20 MIRL

RWY 16: Road, Rgt tfc.

RWY 34: PAPI(P2L)-GA 4.0° TCH 54', P-line.

AIRPORT REMARKS: Attended 1500-0100Z‡. 100' pole line 1/2 mile

south of arpt. COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.45 (RANCHO MURIETA RADIO)

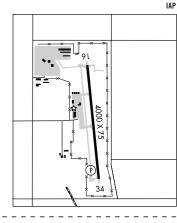
R BAKERSFIELD APP/DEP CON 126.45 (1400-0700Z‡)

(R) L.A. CENTER APP/DEP CON 127.1 (0700-1400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL.

SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07'

W119°05.84' 139° 10.8 NM to fld. 548/14E. HIWAS.



LOS ANGELES

L-3D. 7B

S4

RWY 12L: VASI(V4L)-GA 3.0° TCH 52'. 0.4% down. RWY 30R: MALSR. TDZL. PAPI(P4L)-GA 3.0° TCH 64'. Thid dspicd 3426'. Rgt tfc. 0.3% up.

RWY 12R-30L: H7703X100 (ASPH) S-18 MIRL 0.3% up NW RWY 12R: PAPI(P4L)-GA 3.0° TCH 25'. Rgt tfc. RWY 30L: PAPI(P4L)-GA 3.0° TCH 25'. Thid dsplcd 3382'. Tree.

AIRPORT REMARKS: Attended continuously. Rwy 12R-30L CLOSED when twr clsd. Right base ops for Rwy 30R establish wings level on final apch no lower than 300' AGL. Noise sensitive areas S and E of arpt recommended turboiet training hrs weekdays 1600-0600Z±. weekends 2000-0600Z‡ no more than ten practice approaches per hour, Class I, ARFF Index B, Index C ARFF avbl. Centerline Igts Rwy 30R only, RVR touchdown, midfield, rollout Rwy 30R avbl. When twr clsd ACTIVATE HIRL Rwy 12L-30R, PAPI and MALSR Rwy

30R-CTAF. PAPI Rwy 12R and PAPI Rwy 30L opr continuously.

COMMUNICATIONS: CTAF 118.1 ATIS 118.6 (661) 399-9425 IINICOM 122 95 BAKERSFIELD RCO 122.45 (RANCHO MURIETA RADIO)

WEATHER DATA SOURCES: ASOS (661) 393-3766.

BAKERSFIELD APP CON 118.9 (N) 118.8 (S) (1400-0700Z‡) BAKERSFIELD DEP CON 126.45 (N.S) (1400-0700Z±) (R) L.A. CENTER APP/DEP CON 127.1 (0700-1400Z‡)

BAKERSFIELD TOWER 118.1 (1400-0700Z‡) GND CON 121.7 AIRSPACE: CLASS D svc 1400-0700Z tother times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL.

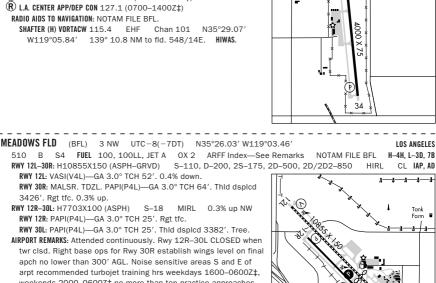
**2AWIH** ILS/DME 111.9

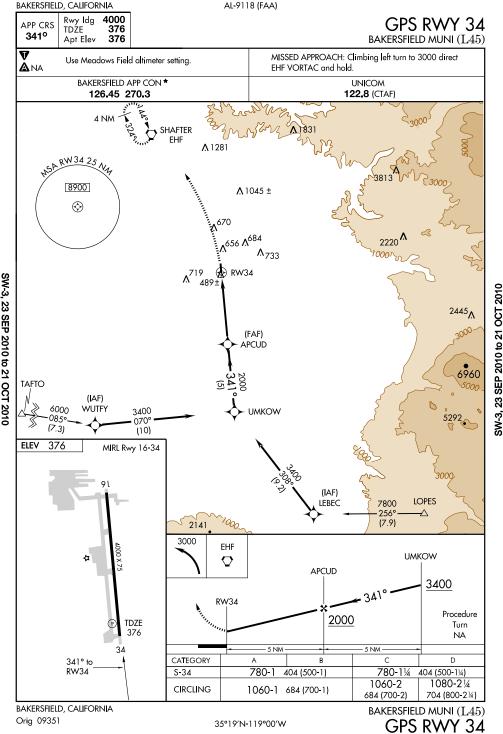
SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07' W119°05.84' 133° 3.6 NM to fld. 548/14E.

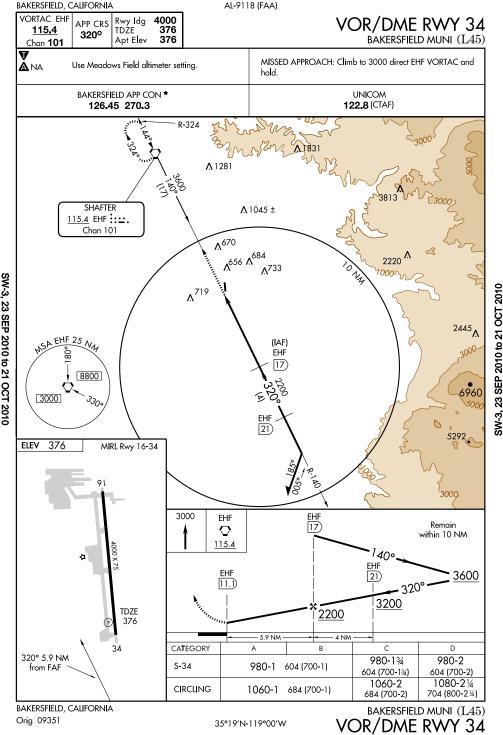
I-BFL Chan 56 Rwy 30R. ILS unmonitored when twr clsd.

Rwy 12R-30L:

7703 X 100







**CALIFORNIA** 71 BECKWOURTH NERVINO (0Ø2) 1 E UTC-8(-7DT) N39°49.11' W120°21.17' SAN FRANCISCO 4900 R S4 FUEL 100LL TPA-5900(1000) L-9A. 11A RWY 07-25: H4651X75 (ASPH) S-12 IAP RWY 07: Road. Rgt tfc. RWY 25: PAPI(P2L)-GA 3.5° TCH 50'. Fence. AIRPORT REMARKS: Attended 1600-0300Z±. ACTIVATE MIRL Rwv 07-25-CTAF. COMMUNICATIONS: CTAF/UNICOM 122 8 R RENO APP/DEP CON 126.3 465î X 7̂5 RADIO AIDS TO NAVIGATION: NOTAM FILE RNO. MUSTANG (H) VORTACW 117.9 FMG Chan 126 N39°31 88' W119°39.37' 282° 36.6 NM to fld. 5949/16E. BENTON FLD (See REDDING) BERMUDA DUNES (See PALM SPRINGS) BIFBFR SOUTHARD FLD (055)2 NE UTC-8(-7DT) N41°08.37' W121°07.48' KLAMATH FALLS NOTAM FILE RIU L-11A RWY 04-22: H2980X35 (ASPH) S-12.5 LIRI RWY 04: Trees. RWY 22: Thid dspicd 500'. Road. AIRPORT REMARKS: Unattended. Rwy 04-22 faded rwy numbers, no centerline, no thld marking. 04-22 lateral cracks full length of rwy surface. Rwy 04-22 thid lgts at both ends are 360° green. ACTIVATE LIRL Rwy 04-22—CTAF. COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE RDD. REDDING (T) VOR/DME 108.4 RDD Chan 21 N40°30.27′ W122°17.50′ 036° 65.4 NM to fld. 490/18E. BIG BEAR CITY (L35) 0 W UTC-8(-7DT) N34°15.83′ W116°51.36′ LOS ANGELES S4 FUEL 100LL, JET A TPA-7952(1200) NOTAM FILE RAL H-41, L-4H, 7C RWY 08-26: H5850X75 (ASPH) S-12.5 MIRL RWY 08: PAPI(P2L)—GA 4.30° TCH 29', Thid dspled 370', Rgt tfc. RWY 26: PAPI(P2L)—GA 4.30° TCH 46'. Thid dsplcd 600'. Trees. AIRPORT REMARKS: Attended 1600-0100Z‡. Jet A fuel avbl 1600-0000Z‡, self service after hrs. 100LL avbl 24 hr self service. Mountains all quadrants: peak hazard lgts SE, S, & NW. Extreme noise sensitive area; practice noise abatement procedures. Noise abatement procedures: Avoid overflying of high school 1 mile east at all times. On takeoff make 10° left turn at end of rwy to avoid housing to east and elementary school to west of arpt, ACTIVATE MIRL Rwv 08-26-CTAF, PAPI Rwv 08 and PAPI Rwv 26 opr continuously. WEATHER DATA SOURCES: AWOS-3 135.925 (909)585-4033.

### COMMUNICATIONS: CTAF/UNICOM 122.725 L.A. CENTER APP/DEP CON 126.35 RADIO AIDS TO NAVIGATION: NOTAM FILE RAL. PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°31.80' 043° 39.4 NM to fld. 1432/15E.

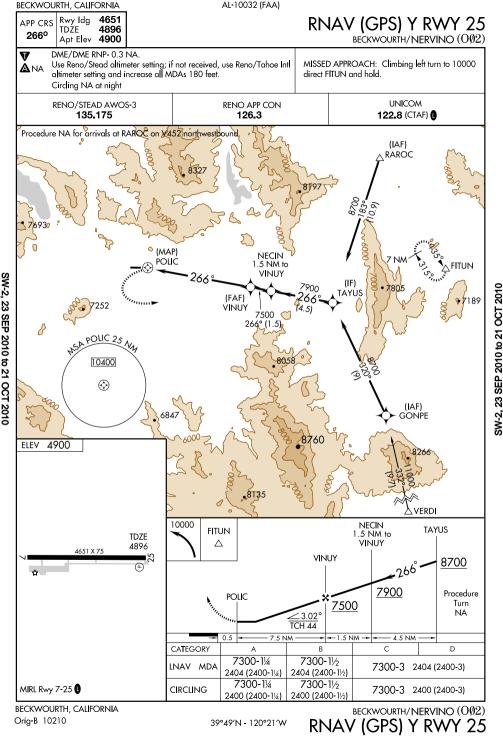
DME portion unusable 320°-085° byd 35 NM blo 9.000′

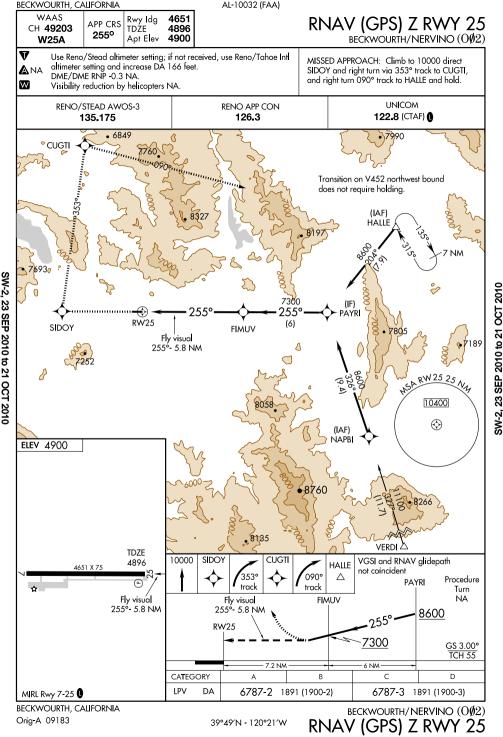
NOTAM FILE OAK.

BIG SUR N36°10.88′ W121°38.53′

(L) VORTACW 114.0 BSR Chan 87

# 104° 22.7 NM to Tusi AHP (Hunter Liggett), 4085/16E.





**CALIFORNIA** 71 BECKWOURTH NERVINO (0Ø2) 1 E UTC-8(-7DT) N39°49.11' W120°21.17' SAN FRANCISCO 4900 R S4 FUEL 100LL TPA-5900(1000) L-9A. 11A RWY 07-25: H4651X75 (ASPH) S-12 IAP RWY 07: Road. Rgt tfc. RWY 25: PAPI(P2L)-GA 3.5° TCH 50'. Fence. AIRPORT REMARKS: Attended 1600-0300Z±. ACTIVATE MIRL Rwv 07-25-CTAF. COMMUNICATIONS: CTAF/UNICOM 122 8 R RENO APP/DEP CON 126.3 465î X 7̂5 RADIO AIDS TO NAVIGATION: NOTAM FILE RNO. MUSTANG (H) VORTACW 117.9 FMG Chan 126 N39°31 88' W119°39.37' 282° 36.6 NM to fld. 5949/16E. BENTON FLD (See REDDING) BERMUDA DUNES (See PALM SPRINGS) BIFBFR SOUTHARD FLD (055)2 NE UTC-8(-7DT) N41°08.37' W121°07.48' KLAMATH FALLS NOTAM FILE RIU L-11A RWY 04-22: H2980X35 (ASPH) S-12.5 LIRI RWY 04: Trees. RWY 22: Thid dspicd 500'. Road. AIRPORT REMARKS: Unattended. Rwy 04-22 faded rwy numbers, no centerline, no thld marking. 04-22 lateral cracks full length of rwy surface. Rwy 04-22 thid lgts at both ends are 360° green. ACTIVATE LIRL Rwy 04-22—CTAF. COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE RDD. REDDING (T) VOR/DME 108.4 RDD Chan 21 N40°30.27′ W122°17.50′ 036° 65.4 NM to fld. 490/18E. BIG BEAR CITY (L35) 0 W UTC-8(-7DT) N34°15.83′ W116°51.36′ LOS ANGELES S4 FUEL 100LL, JET A TPA-7952(1200) NOTAM FILE RAL H-41, L-4H, 7C RWY 08-26: H5850X75 (ASPH) S-12.5 MIRL RWY 08: PAPI(P2L)—GA 4.30° TCH 29', Thid dspled 370', Rgt tfc. RWY 26: PAPI(P2L)—GA 4.30° TCH 46'. Thid dsplcd 600'. Trees. AIRPORT REMARKS: Attended 1600-0100Z‡. Jet A fuel avbl 1600-0000Z‡, self service after hrs. 100LL avbl 24 hr self service. Mountains all quadrants: peak hazard lgts SE, S, & NW. Extreme noise sensitive area; practice noise abatement procedures. Noise abatement procedures: Avoid overflying of high school 1 mile east at all times. On takeoff make 10° left turn at end of rwy to avoid housing to east and elementary school to west of arpt, ACTIVATE MIRL Rwv 08-26-CTAF, PAPI Rwv 08 and PAPI Rwv 26 opr continuously. WEATHER DATA SOURCES: AWOS-3 135.925 (909)585-4033.

### COMMUNICATIONS: CTAF/UNICOM 122.725 L.A. CENTER APP/DEP CON 126.35 RADIO AIDS TO NAVIGATION: NOTAM FILE RAL. PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°31.80' 043° 39.4 NM to fld. 1432/15E.

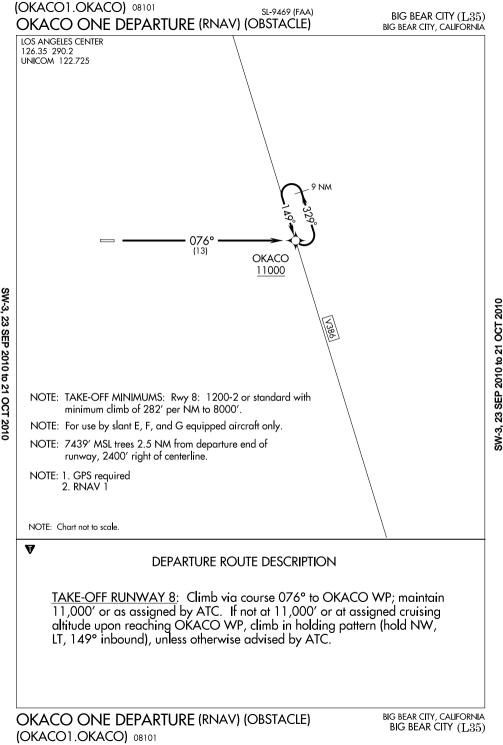
DME portion unusable 320°-085° byd 35 NM blo 9.000′

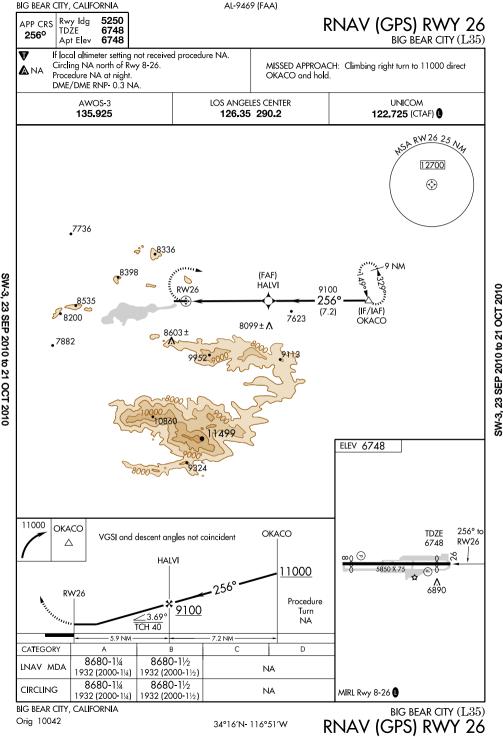
NOTAM FILE OAK.

BIG SUR N36°10.88′ W121°38.53′

(L) VORTACW 114.0 BSR Chan 87

# 104° 22.7 NM to Tusi AHP (Hunter Liggett), 4085/16E.





#### 72 **CALIFORNIA**

#### EASTERN SIERRA RGNL 4124 B S4 FUEL 100LL, JET A OX 2 TPA-5124(1000) RWY 12-30: H7498X100 (ASPH-PFC) S-70, D-110, 2S-139, 2D-200, C5-685 RWY 12: VASI(V2L)-GA 3.0° TCH 48'. Trees.

2D-240 HIRL

**BISHOP** 

RWY 16-34: H5600X100 (ASPH-PFC) S-100, D-140, 2S-175.

RWY 16: VASI(V2L)-GA 3.0° TCH 39'. RWY 34: VASI(V2L)-GA 3.0° TCH 39' Trees. RWY 07-25: H5567X100 (ASPH) S-40. D-56. 2D-98

RWY 30: VASI(V2L)-GA 3.5° TCH 55'. Tree.

MIRL 0.4% up W RWY 07: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1530-0200Z±. Sat-Sun 1500-0100Z‡. Hang glider activity invof arpt. Due to high apch minimums pilots may need an IFR alternate even though weather

is forecast to be higher than 2000'-3. No straight-in apchs; no intersection departures; left traffic pattern all rwys; helicopter tfc apch arpt from the W boundary, VASI Rwy 16, VASI Rwy 30 and VASI Rwv 34 unusable bvd 1 NM, ACTIVATE MIRL Rwv 07-25.

HIRL Rwys 12-30 and 16-34, VASI Rwys 12, 30, 16 and 34—CTAF WEATHER DATA SOURCES: ASOS 119.025 (760) 872-2658. COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.6 (RIVERSIDE RADIO) NAKLAND CENTER APP/DEP CON 125 75 RADIO AIDS TO NAVIGATION: NOTAM FILE BIH.

BISHOP (T) VORW/DME 109.6 RIH LDA/DME 109.1 I-BIH Chan 28 Rwy 16. LOC/DME unusable byd 14.5 NM blo 8,600'.

HELIPAD H1: H40X40 (ASPH)

HELIPAD H2: H100X100 (ASPH)

BISHOP N37°22.62' W118°21.99' NOTAM FILE BIH. (T) VORW/DME 109.6 BIH

VOR/DME unusable 360°-105° bvd 18 NM.

Chan 33 at Eastern Sierra Rgnl. 4117/15E.

Chan 33 N37°22.62′ W118°21.99′

(BIH) 2 E UTC-8(-7DT) N37°22.39' W118°21.82'

വദ് 5567 X 100 cs 34 C3 C3

at fld. 4117/15E.

# BLACK METAL PEAK N34°18.55′ W114°09.92′

NOTAM FILE BIH

C3 C3

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HIRL

BLUE CANYON-NYACK (See FMIGRANT GAP)

RCO 122.55 (PRESCOTT RADIO)

PHNFNIX L-5A

SAN FRANCISCO

H-3B, L-9A

SAN FRANCISCO

0.3% up NW

91

H-3C, L-9A

IAP

BISHOP, CALIFORNIA AL-5737 (FAA) LOC/DME I-BIH 5600 LDA/DME RWY 16 Rwy Idg APP CRS TDŹE 4113 109.1 141° BISHOP / EASTERN SIERRA RGNL (BIH) 4124 Apt Elev Chan 28 V MISSED APPROACH: Climbing right turn to 12500 via heading 355° and via BIH VOR/DME R-328 to Visibility reduction by helicopters NA. Δ JABIM INT/OAL 39.5 DME and hold. **ASOS OAKLAND CENTER** RIVERSIDE RADIO **UNICOM** 119.025 125.75 284.65 122.6 123.0 (CTAF) ( ■250°··· NIKOL/ 8552 117.7 OAL BIH 38.5 R-250 Chan 124 8874° JABIM OAL 39.5) 7000 8920 NSA BIH 25 M 10340 15500 840 13560 10240 **№7240** 11200 (IAF) HATAG I-BIH 22.4) . 8629 (IF) 23 SEP 2010 to 21 OCT 2010 **FEDGO** I-BIH [17.3] 4246 **EBOBE** I-BIH 13.2 13040 11107 12598 **CAXOR** 7800 LOCALIZER 109.1 I-BIH 10.3 12600 141° (2.9) I-BIH \$ ∺ · · 13189 5349± Chan 28 12931 BIH R-328 LOC offset 24,77° 12221 **BUTPE** 11320 I-BIH 1 **BISHOP** 109.6 BIH .... **ELEV** 4124 13748 4350 A. L. Chan 33 9000 13741 141° 13652 13100 **TDZE** 12500 Use I-BIH DME when on the ВН 4113 9١ **HATAG** JABIM localizer course. R-328 I-BIH 22.4) 2600 X 100 0 Δ **FEDGO** 109.6 355° I-BIH 17.3) **EBOBE** VGSI and descent angles I-BIH [13.2) 25 🖸 12500 CAXOR not coincident. 141% 0.4% I-BIH 10.3) (H) UP **BUTPE** 10000 I-BIH 1 3.50°≥ Procedure 8700 TCH 50 Turn 7800 NA 5.1 NM · 4.1 NM 2.9 NM 9.3 NM 0.5 CATEGORY С 6340-11/4 6340-11/2 S-16 6340-3 2227 (2300-3) 2227 (2300-11/4) 2227 (2300-11/2) MIRL Rwy 7-25 🕕 6340-11/4 6340-11/2 CIRCLING 6340-3 2216 (2300-3) HIRL Rwys 12-30 and 16-34 0 2216 (2300-11/2) 2216 (2300-11/4) BISHOP, CALIFORNIA BISHOP / EASTERN SIERRA RGNL (BIH) Orig 09239 37°22′N - 118°22′W

When local altimeter setting not received, procedure NA.

Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA

7498 Rwy Idg APP CRS 4123 TDŹE 120° 4124 Apt Elev

V

A

SW-2,

23 SEP 2010 to 21 OCT 2010

# RNAV (GPS) Y RWY 12

BISHOP / EASTERN SIERRA RGNL (BIH)

MISSED APPROACH: (Do not exceed 250 KIAS until NEBSE) Climb to 13000 direct KUPLE, and 160° track to ROCOS, and 115° track to PULIE, and 051° track to WEBAT, and 341° track to TEVOC, and 322° track to NEBSE, and 265° track to BIH VOR/DME and hold.

RIVERSIDE RADIO **ASOS OAKLAND CENTER** UNICOM 119.025 125.75 284.65 122.6 123.0 (CTAF) ( (IAF) 10240 • Procedure NA for arrivals at NIKOL (IAF) ∆ 7240 11200 ia V381 northwest bound and RBRTS 4 V230 northeast bound. 78 . 8494 **CORUB** 8629 (6.7 14246 13040 12598 HEGIT 1260 MUBOE 87Ó0 3189 (FAF) 5° (3.5) JAAKE 11320 1222 ∂<sub>**%**4922±</sub> 7900 116° (2.6) **BISHOF ₽**137⁄48 1080 BIH (MAP) 13741 HOSUM (13.1) **NEBSE** 4350 <u>^</u> Max 250 KIAS KUPLE 9120 13100 9083 13986 OSUM 25 TFVOC **ELEV 4124** 15500 8959± (5) 1/50 **BISHOP TDZE** MOA 4123 9١ **PULIE** 8080 6109 2600 X 100 VGSI and descent angles not coincident. 13000 **KUPLE** ROCOS 160° **HEGIT** track MUBOE (H) 0.4% (H) JAAKE 9700 1150. 3.68° \_ 1160. **HOSUM** TCH 48 8700 Procedure 1200 7900 Turn NA 3.5 NM -2.6 NM 8.5 NM 1 NM CATEGORY В D 6600-11/4 6600-11/2 6600-3 LNAV MDA NA 2477 (2500-11/4) 2477 (2500-11/2) 2477 (2500-3)

BISHOP, CALIFORNIA

MIRL Rwy 7-25

HIRL Rwys 12-30 and 16-34 (

Orig 09239

BISHOP / EASTERN SIERRA RGNL  $({
m BIH})$ **YRWY 12** RNAV (GPS)

NA

6600-3

2476 (2500-3)

6600-11/4

2476 (2500-11/4)

**CIRCLING** 

6600-11/2

2476 (2500-11/2)

7498 Rwy Idg APP CRS 4123 TDŹE 120° Apt Elev 4124 V When local altimeter setting not received, procedure NA. \*Missed approach requires minimum climb of 325 feet per

A

23 SEP 2010 to 21 OCT 2010

# RNAV (GPS) Z RWY 12

BISHOP / EASTERN SIERRA RGNL (BIH)

SW-2, 23 SEP 2010 to 21 OCT 2010

MISSED APPROACH: (Do not exceed 250 KIAS until NEBSE) Climb to 13000 direct KUPLE, and 160° track to ROCOS, and 115° track to PULIE, and 051° track to WEBAT, and

NM to 11000; if unable, see RNAV (GPS) Y RWY 12. 341° track to TEVOC, and 322° track to NEBSE, and 265° Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA track to BIH VOR/DME and hold. RIVERSIDE RADIO **ASOS OAKLAND CENTER** UNICOM 119.025 122.6 123.0 (CTAF) ( 125.75 284.65 (IAF) 10240 • Procedure NA for arrivals at NIKOL (IAF) ∆ 7240 11200 ia V381 northwest bound and RBRTS 4 V230 northeast bound. 78 . 8494 **CORUB** 8629 (6.7 14246 13040 12598 HEGIT 1260 MUBOE 3189 87<sup>00</sup> (EAF) 15° (3.5) JAAKE CIMOS 1222 11320 4 NM to 7900 **HOSUM** 116° (2.6) **BISHO** 4323 137/48 1080 BIH **FOLMA** 13741 (MAP) 1.7 NM to (13.1) **NEBSE** HOSUM HOSUM Max 250 KIAS 4350 1 9120 KUPLÉ 13100 9083 13986 OSUM 25 TFVOC **ELEV 4124** 15500 (5) 8959± 1/50 **BISHOP** TDZE 4123 MOA 9١ PULIE 8080 6109 9600 X 100 VGSI and descent angles not coincident. 13000 **KUPLE** ROCOS 160° **HEGIT** MUBOE track **JAAKE** (H) 0.4% 9700 | (H) **-**1150, CIMOS **FOLMA** 3.68° 4 NM to 1.7 NM to 1160. TCH 48 8700 **HOSUM HOSUM** 1200-7900 HOSUM Procedure ..... Turn 6100 5200 NA 3.5 NM-2.6 NM -4.5 NM 2.3 NM 1.7 NM 1 NM CATEGORY В D LNAV MDA\* 4580-11/4 457 (500-11/4) NA MIRL Rwy 7-25 6420-11/2 6420-3 6420-11/4 CIRCLING NA HIRL Rwys 12-30 and 16-34 ( 2296 (2300-11/4) 2296 (2300-11/2) 2296 (2300-3)

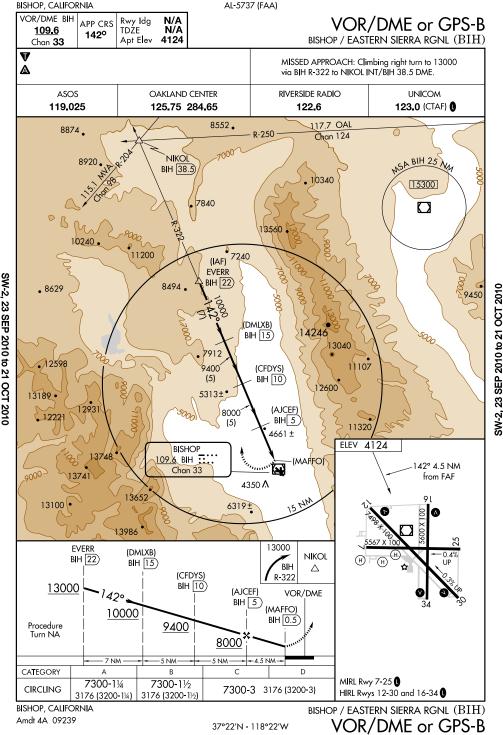
BISHOP, CALIFORNIA

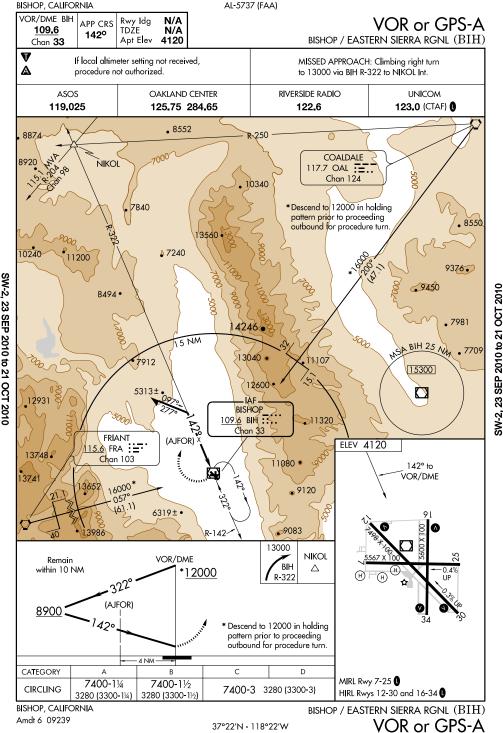
BISHOP / EASTERN SIERRA RGNL (BIH)RNAV (GPS) Z RWY 12

Orig 09239

Orig 09239

RNAV (RNP) RWY 30





PHOENIX

### **CALIFORNIA**

N33°35 76'

(BLH) 6 W UTC-8(-7DT) N33°37.15' W114°43.01' FUEL 100LL, JET A TPA-1199(800) NOTAM FILE BLH RWY 08-26: H6543X150 (ASPH) S-80, D-160, 2S-175, 2D-300 MIRI

H-4J, L-4J, 5A

RWY 26: VASI(V4L)-GA 3.0° TCH 42'. RWY 17-35: H5800X100 (ASPH) S-52, D-76, 2S-100, 2D-135 MIRL

RWY 17: VASI(V4L)-GA 3.0° TCH 40'. RWY 35: VASI(V4L)-GA 3.0° TCH 40'. AIRPORT REMARKS: Attended 1500-0100Z±. Acft over 12.500 pounds

**RIYTHF** 

avoid housing area 1.5 NM SW below 2000', Final apch Rwv 35

be established 2 NM from touchdown, Departure from Rwv 17 make climbing left turn soon as safety permits. Use wide tfc pattern for Rwy 26 and Rwy 35. Power plant 1 mile east of arpt

producing thermal plumes; avoid low altitude direct overflight of the power plant, ACTIVATE MIRL Rwy 17-35 and Rwy 08-26 and VASI Rwv 17, Rwv 35, and Rwv 26-CTAF.

WEATHER DATA SOURCES: ASOS 120.175 (760) 922-3000. COMMUNICATIONS: CTAF/AUNICOM 122.8 RCO 122.4 (RIVERSIDE RADIO)

L.A. CENTER APP/DEP CON 128.15 RADIO AIDS TO NAVIGATION: NOTAM FILE BLH. (H) VORTACW 117 4 RI H Chan 121

W114°45.68' 044° 2.6 NM to fld. 410/14E. HIWAS. VOR unusable:

280°-295° bvd 30 NM blo 7.000' 295°-325° byd 15 NM blo 12,000'

DME unusable: 280°-335° byd 15 NM blo 14,000' 6543 X 150

325°-018° bvd 30 NM blo 7.000' 335°-018° byd 15 NM blo 8,000'

#### **BOB HOPE** (See BURBANK)

RWY 13-31: H3240X50 (ASPH)

**BOING** N32°44.40′ W117°12.95′ NOTAM FILE SAN. LOS ANGELES

NDB (LMM) 245 AN 092° 1.4 NM to San Diego Intl. SHUTDOWN.

BOONVILLE (D83) 1 NW UTC-8(-7DT) N39°00.84' W123°22.91' TPA-1171(800) NOTAM FILE OAK

S-30

SAN FRANCISCO

RWY 13: Thid dsplcd 460'. Trees. RWY 31: Thid dsplcd 256'. Hill. Rgt tfc.

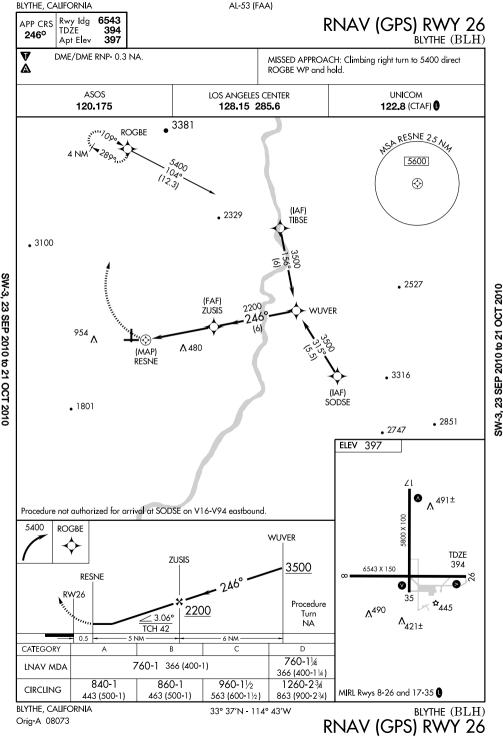
AIRPORT REMARKS: Unattended, Ditch SW side of Rwv 13-31, Back taxi on rwy, do not mistake county road for twy. Pavement gross

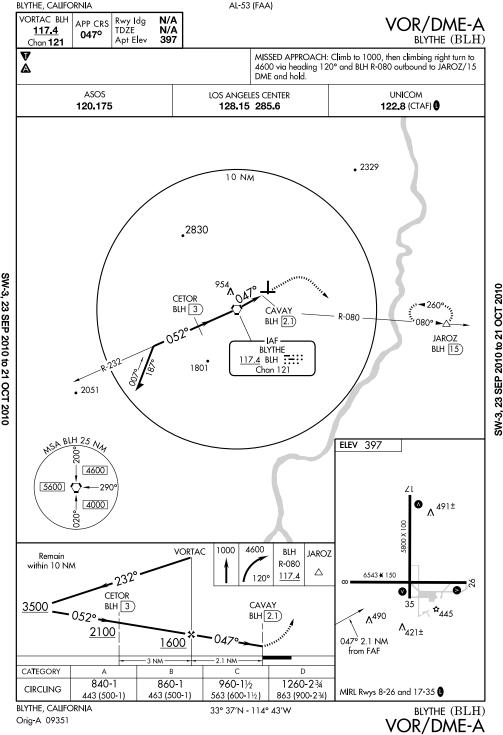
weight strength estimated by arpt manager 12,500 pounds. COMMUNICATIONS: CTAF/UNICOM 122.7

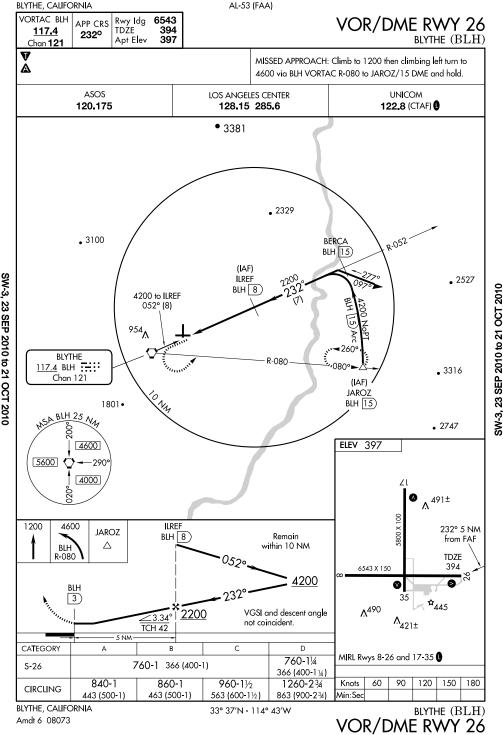
RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.

MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19' W123°16.45' 229° 5.6 NM to fld. 2980/16E.

L-2G 03 03 €3 00 €3 G G C C ß (3 (3







### **CALIFORNIA** 74 **BORREGO SPRINGS**

RWY 08: PAPI(P2L)-GA 3.0° TCH 42'. Road. Rgt tfc.

BORREGO VALLEY (LØ8) 3 E UTC-8(-7DT) N33°15.54' W116°19.26' FUEL 100LL TPA-1520(1000) NOTAM FILE SAN S-30, D-54, 2D-90 RWY 08-26: H5011X75 (ASPH)

🕤 🗫 5011 X 75 🗘

LOS ANGELES

INS ANGELES

1-41

IAP

H-41, L-41

IAP

RWY 26: PAPI(P2L)-GA 3.0° TCH 42'. AIRPORT REMARKS: Attended 1600-0000Z±. Be aware of frequent changes in wind direction. Do not overfly elementary school SW of arpt. Aerobatic activity N side of arpt during dalgt hours from

surface to 5000', 140' tower 1600' N of Rwy 08, Rwy 08 has 400' blast pad byd end of runway. During hot weather heavy acft

Rwv 08-26: PAPI Rwv 08 and Rwv 26 and Twv lgts-CTAF. WEATHER DATA SOURCES: AWOS-1 126.575 (760) 767-3308. COMMUNICATIONS: CTAF/UNICOM 122.8 LOS ANGELES CENTER APP/DEP CON 128 6

11.1

park on concrete pads. All acft tfc patterns to S. ACTIVATE MIRL

COMM/NAV/WEATHER REMARKS: UNICOM staffed 1600-0000Z±.

RADIO AIDS TO NAVIGATION: NOTAM FILE SAN. IIII IAN (I.) VORTACW 114 O

BRACKETT FLD (See LA VERNE)

**BRAWLEY MIINI** 

RORREGO VALLEY

W116°35.16'

1 NE

(See BORREGO SPRINGS)

Chan 87

047° 15.1 NM to fld. 5560/15E.

N33°08 43'

N32°59.58' W115°31.01'

NOTAM FILE SAN Not insp.

MIRI

UTC-8(-7DT)

TPA—See Remarks

(BWC) В **S4** FUEL 100LL S-20

-128RWY 08-26: H4402X60 (ASPH)

RWY 08: VASI(V2L)—GA 3.2° TCH 25', Thid dsplcd 394', Railroad. RWY 26: VASI(V2L)-GA 3.0° TCH 24'. Thid dsplcd 395'. Rgt tfc.

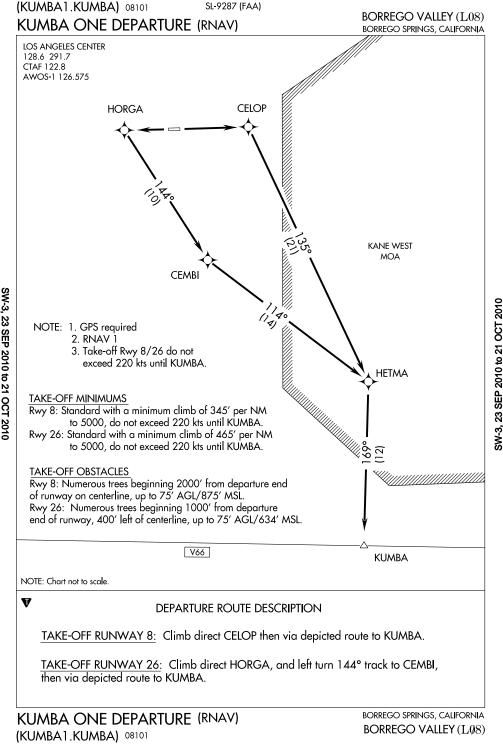
AIRPORT REMARKS: Attended 1600-0100Z±. For fuel use cardlock-continuous. TPA-672(800) conventional acft: 1072(1200) jet acft. ACTIVATE MIRL Rwy 08-26 and twy lights-CTAF.

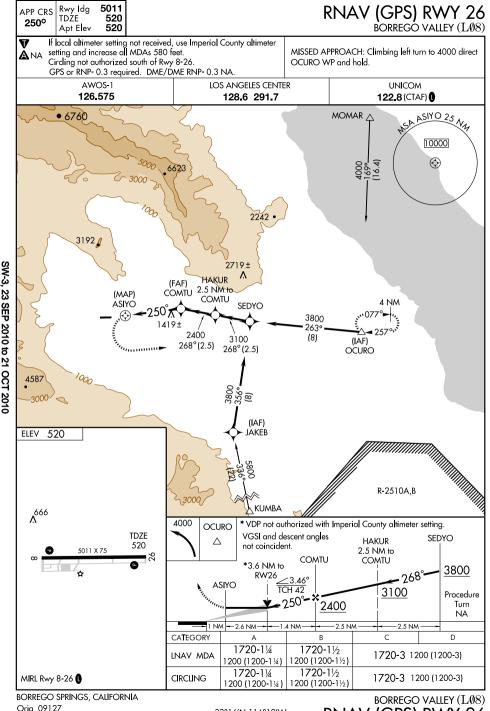
COMMUNICATIONS: CTAF 122 9 L.A. CENTER APP/DEP 128.6 RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.

IMPERIAL (H) VORTAC 115.9 IPL Chan 106 N32°44.93' W115°30.52' 344° 14.6 NM to fld. -20/14E.

4402 X 60 Residential

BRIDGE BAY RESORT SPB (See REDDING)





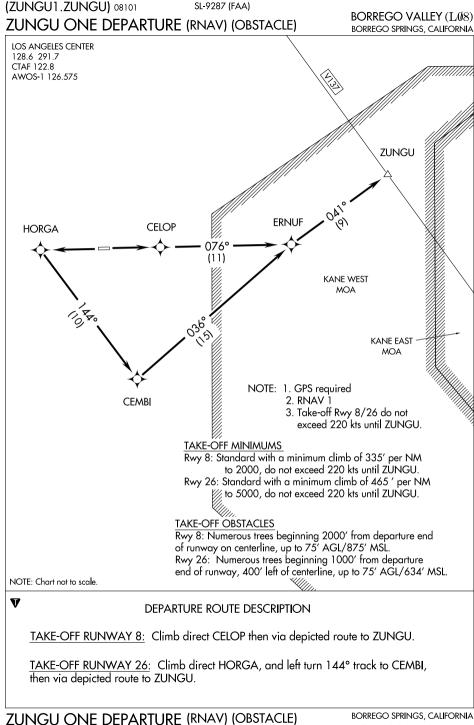
AL-9287 (FAA)

RNAV (GPS) RWY 26 33°16′N-116°19′W

SW-3, 23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

BORREGO SPRINGS, CALIFORNIA



(ZUNGU1.ZUNGU) 08101

SW-3, 23 SEP 2010 to 21 OCT 2010

BORREGO SPRINGS, CALIFORNIA BORREGO VALLEY (LØ8)

### **CALIFORNIA** 74 **BORREGO SPRINGS**

BORREGO VALLEY (LØ8) 3 E UTC-8(-7DT) N33°15.54' W116°19.26' FUEL 100LL TPA-1520(1000) NOTAM FILE SAN

S-30, D-54, 2D-90 RWY 08-26: H5011X75 (ASPH)

RWY 08: PAPI(P2L)-GA 3.0° TCH 42'. Road. Rgt tfc.

RWY 26: PAPI(P2L)-GA 3.0° TCH 42'. AIRPORT REMARKS: Attended 1600-0000Z±. Be aware of frequent

changes in wind direction. Do not overfly elementary school SW of

arpt. Aerobatic activity N side of arpt during dalgt hours from

surface to 5000', 140' tower 1600' N of Rwy 08, Rwy 08 has 400' blast pad byd end of runway. During hot weather heavy acft

park on concrete pads. All acft tfc patterns to S. ACTIVATE MIRL Rwv 08-26: PAPI Rwv 08 and Rwv 26 and Twv lgts-CTAF. WEATHER DATA SOURCES: AWOS-1 126.575 (760) 767-3308. COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE SAN. IIII IAN (I.) VORTACW 114 O Chan 87 11.1 N33°08 43' W116°35.16' 047° 15.1 NM to fld. 5560/15E. COMM/NAV/WEATHER REMARKS: UNICOM staffed 1600-0000Z±.

LOS ANGELES CENTER APP/DEP CON 128 6

RORREGO VALLEY (See BORREGO SPRINGS)

BRACKETT FLD (See LA VERNE)

**BRAWLEY MIINI** (BWC) 1 NE -128В **S4** 

RWY 08-26: H4402X60 (ASPH)

AIRPORT REMARKS: Attended 1600-0100Z±. For fuel use cardlock-continuous. TPA-672(800) conventional acft: 1072(1200) jet acft. ACTIVATE MIRL Rwy 08-26 and twy

FUEL 100LL

RWY 26: VASI(V2L)-GA 3.0° TCH 24'. Thid dsplcd 395'. Rgt tfc.

UTC-8(-7DT)

N32°59.58' W115°31.01'

TPA—See Remarks MIRI

S-20

NOTAM FILE SAN Not insp. RWY 08: VASI(V2L)—GA 3.2° TCH 25', Thid dsplcd 394', Railroad.

4402 X 60 Residential

🕤 🗫 5011 X 75 🗘

LOS ANGELES

INS ANGELES

1-41

IAP

H-41, L-41

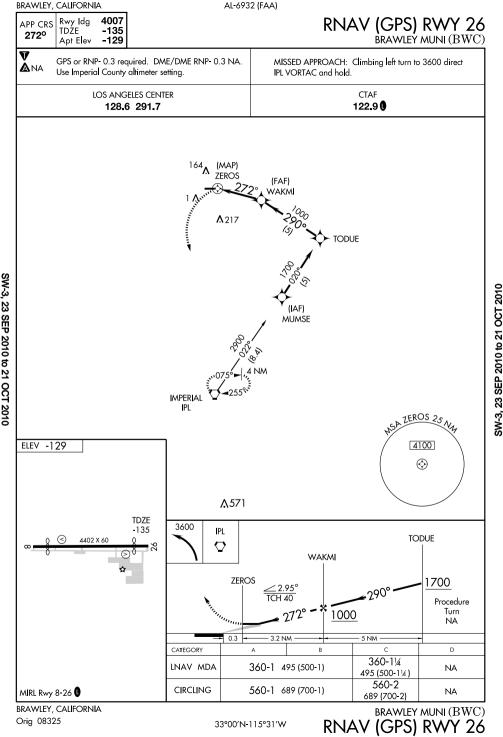
IAP

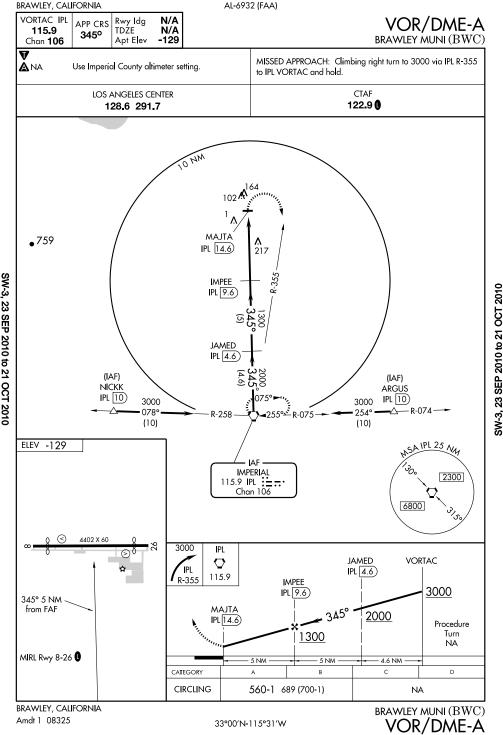
lights-CTAF. COMMUNICATIONS: CTAF 122 9 L.A. CENTER APP/DEP 128.6

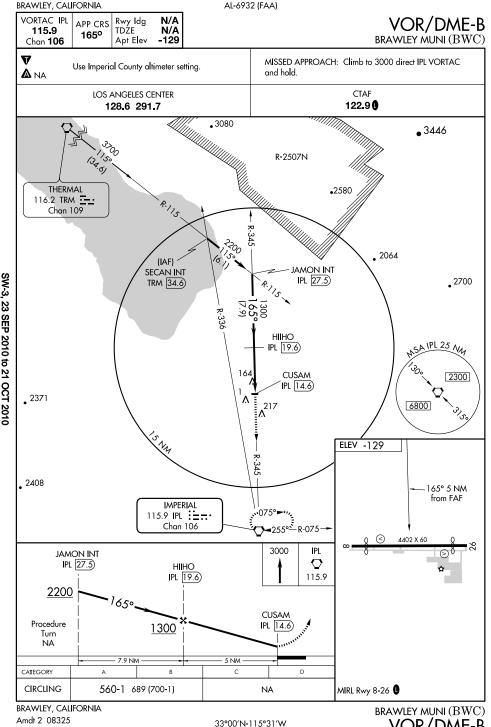
RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.

IMPERIAL (H) VORTAC 115.9 IPL Chan 106 N32°44.93' W115°30.52' 344° 14.6 NM to fld. -20/14E.

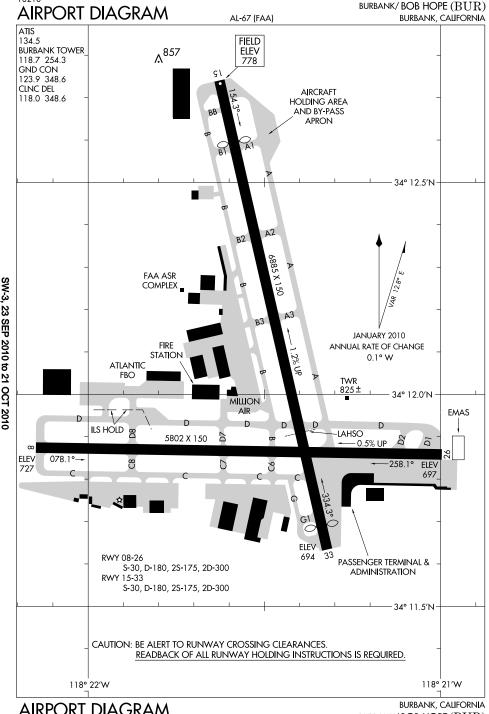
BRIDGE BAY RESORT SPB (See REDDING)







VOR/DME-B



10210

**CALIFORNIA** 

### BURBANK

76

## BOB HOPE

(BUR) 3 NW UTC-8(-7DT) N34°12.03′ W118°21.52′ 778 B S4 FUEL 100LL, JET A. MOGAS OX 1, 3 LRA Class I, ARFF Index C

1.2% up NW RWY 15: REIL, VASI(V4L)—GA 3.25° TCH 42', Thid dspicd 909'. Railroad. Rgt tfc.

0.5% up W

RWY 33: REIL, PAPI(P4L)—GA 3.2° TCH 61', Thid dspicd 350', Pole. RWY 08-26: H5802X150 (ASPH-GRVD) S-30, D-180, 2S-175, 2D-300 HIRL

RWY 08: MALSR, PAPI(P4L)-GA 3.0° TCH 75', Road, Rgt tfc.

RWY 26: REIL. Pole.

LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVRI RWY 15 08 - 264250

ARRESTING GEAR/SYSTEM RWY 08: EMAS

AIRPORT REMARKS: Attended continuously. Rwy 08 CLOSED tkf multiengine over 12,500 lbs. Hang glider activity between 5 and

10 NM N of arpt 6000' AGL SR-SS. Bird activity N end Rwy 15-33 and W end Rwy 08-26. Helicopter and fixed wing acft operating 2503' MSL (1500 AGL) and below at Whiteman Arpt 5 miles NW.

Turbulent conditions near arpt at times of high winds from N and E.

Downdrafts/wind shear may occur at liftoff or final. Helicopter arrivals restricted to Rwy 08-26 and Rwy 15-33. Auto-coupled apphs not authorized blo 977' MSL 0.42 NM

to AER. Rwy 15 VASI unusable byd 5° of centerline. Rwy 08 runway visual range touchdown. 8' blast fence

260' from departure end of Rwy 26. 14' blast fence 256' from departure end of Rwy 08. 14' blast fence 35' from departure end of Rwy 15, 14' blast fence 93' from departure end of Rwy 33. Twy A restricted to acft with wingspan of 171' or less. Twy G restricted to acft with wingspan of 95 ft or less. Twy B restricted to acft with

the west end of Twy Delta used to bypass the ILS critical area when directed by twr. No general aviation acft parking at terminal ramp. Restrictions and fines effective 0600-1500Z‡ for stage 2 jets, certain props, run-ups and flight training activities, call 818-840-8840 before operating. Pilots should call ahead for arpt noise rules 818-840-8840

WEATHER DATA SOURCES: ASOS (818) 841-1384, LAWRS. COMMUNICATIONS: D-ATIS 134.5 (818) 843-6633 135.125 (Arr via FIM/PMD VORTAC only.) **UNICOM 122.95** 

BURBANK RCO 122.35 (HAWTHORNE RADIO)

(R) SOCAL APP/DEP CON 135.05 (BUR 050°-150°), 134.2 (VNY 160°-280°), 124.6 (S between BUR 150°-VNY 160°), 120.4 (VNY 280°-BUR 050°) TOWER 118.7 (HELICOPTERS) 132.325 GND CON 123 9 CINC DEL 118 0

wingspan of 79' or less beginning 300' north of Twy D and continuing north. Nstd blue twy centerline along

AIRSPACE: CLASS C svc ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE VNY.

VAN NUYS (L) VORW/DME 113.1 VNY Chan 78 N34°13.41′ W118°29.50′

VINEE NDB (LMM) 253 UR N34°11.90′ W118°22.67′ at fld. ILS 109.5 I-BUR Rwv 08. Class IA. LMM VINEE NDB. Localizer unusable LMM inbound, LOC unusable byd 30° right of course.

RWY 15-33: H6885X150 (ASPH-GRVD) S-30, D-180, 2S-175, 2D-300 MIRL H-41, L-3E, 4G, 7B, A IAP. AD (¬) 5802 X 150

087° 6.8 NM to fld. 812/15E.

LOS ANGELES

NOTAM FILE BUR COPTER

BUTTE VALLEY (See DORRIS) ATIS 134.5 CLNC DEL 118.0 348.6 **GND CON** 

123.9 348.6

135.05 317.5

SW-3, 23 SEP 2010 to 21 OCT 2010

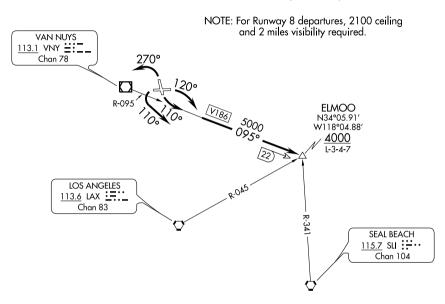
V

SOCAL DEP CON

NOTE: This SID requires a minimum climb rate

to MEA as follows: Take-offs Rwy 8, Cats A and B, 480' per NM. Cats C and D, 650' per NM.

Take-offs Rwy 15, 340' per NM. Take-offs Rwy 26, 250' per NM. Take-offs Rwy 33, 390' per NM.



# DEPARTURE ROUTE DESCRIPTION

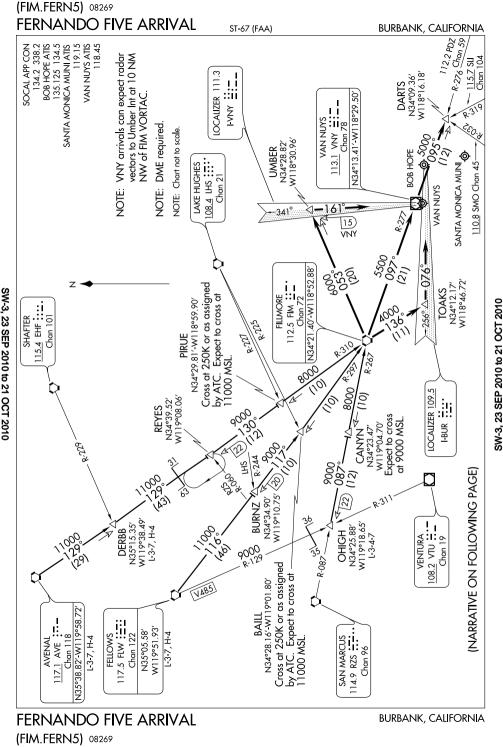
TAKE-OFF RUNWAY 8: Turn right heading 120° as soon as practicable after takeoff, intercept and proceed via VNY R-095 to ELMOO INT. Then via (assigned route).

TAKE-OFF RUNWAY 15: Turn left heading 110° as soon as practicable after takeoff, intercept and proceed via VNY R-095 to ELMOO INT. Then via (assigned route).

TAKE-OFF RUNWAY 26: Turn left heading 110° as soon as practicable after takeoff for vector to VNY R-095. Then via VNY R-095 to ELMOO INT. Then via (assigned route).

TAKE-OFF RUNWAY 33: Turn left heading 270° as soon as practicable after takeoff for vector to VNY R-095. Then via VNY R-095 to ELMOO INT. Then via (assigned route).

NOTE: Chart not to scale.



ARRIVAL DESCRIPTION

AVENAL TRANSITION (AVE.FERN5): From over AVE VORTAC via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

DERBB TRANSITION (DERBB.FERN5): From over DERBB INT via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

FELLOWS TRANSITION (FLW.FERN5): From over FLW VORTAC via FLW R-116 and FIM R-297 to FIM VORTAC. Thence....

OHIGH TRANSITION (OHIGH.FERN5): From over OHIGH INT via FIM R-267 to FIM VORTAC. Thence....

From over FIM VORTAC:

LANDING BOB HOPE: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect ILS RWY 8.

LANDING SANTA MONICA MUNI: Via FIM R-097 and VNY R-277 to VNY

VOR/DME; then via VNY R-095 to DARTS INT. Expect VOR-A approach. LANDING VAN NUYS RWY 16: Via FIM R-053 to UMBER INT, then via I-VNY

localizer. Expect ILS RWY 16R.

LANDING VAN NUYS RWY 34: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect LDA-C; circle to land RWY 34L.

SW-3, 23 SEP 2010 to 21 OCT 2010

Weather Minimums: 5500 feet ceiling and 5 mile visibility.

1 NM 2

# FOUR STACKS VISUAL APPROACH RWY 15

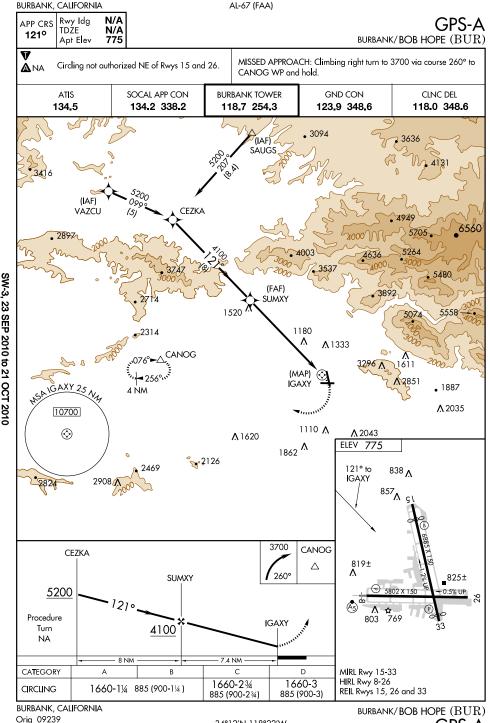
10

13

When Visual Approaches to Runway 15 are in progress, clearances will be given to aircraft from the Northwest thru Northeast utilizing the following phraseology:

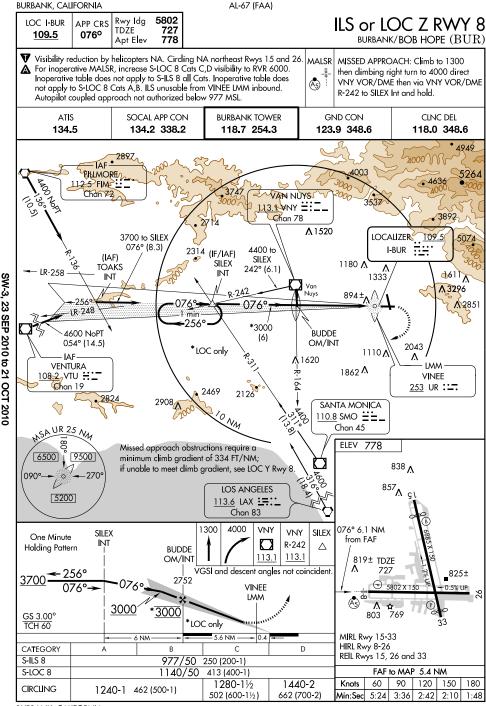
"(IDENT) CLEARED FOR FOUR STACKS VISUAL APPROACH TO RUNWAY 15."

BURBANK/BOB HOPE (BUR)



Orig 09239

**GPS-A** 



BURBANK, CALIFORNIA Amdt 36, 09239 BURBANK/BOB HOPE (BUR)

ILS or LOC Z RWY 8

### LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

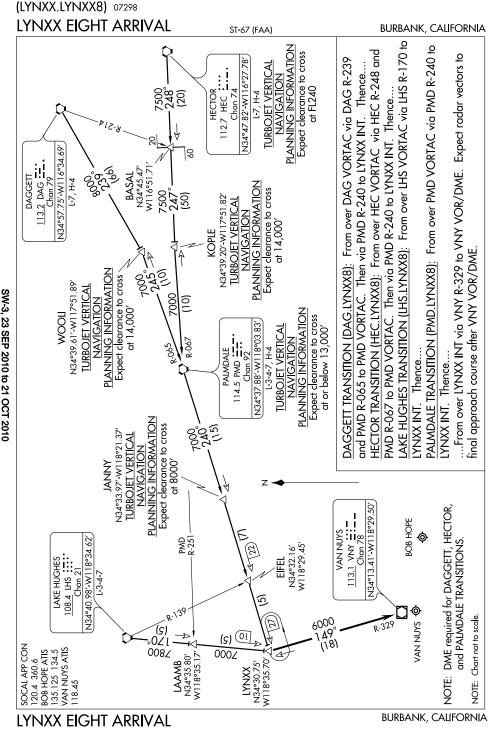
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned.

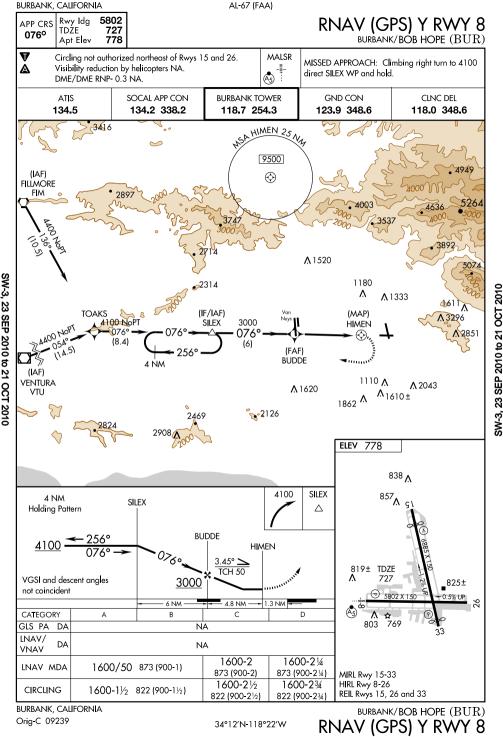
The Aeronautical Information Manual contains specific details on hold-short operations and markings.		
LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
15	08-26	4,250 feet
12	16L-34R	4,100 feet
25R	12-30	3,400 feet
30	07L-25R	5,850 feet
	pecific details LDG RWY 15 12 25R	pecific details on hold-short operations an LDG RWY HOLD-SHORT POINT  15 08-26  12 16L-34R 25R 12-30

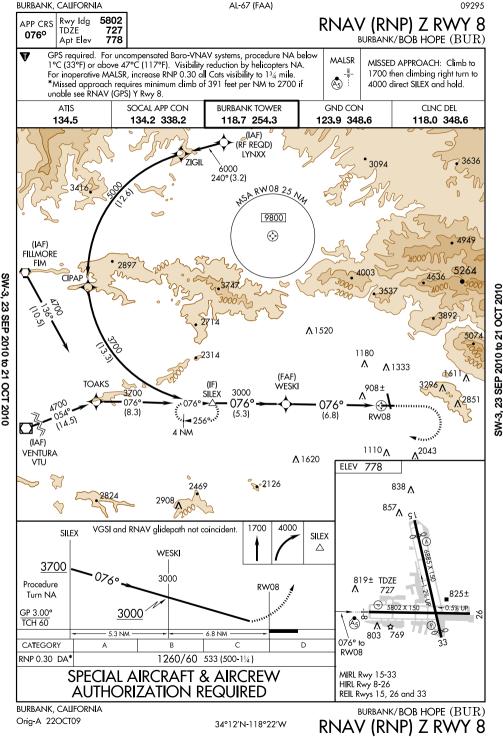
23 SEP 2010 to 21 OCT 2010

Amdt 3 09239

23 SEP 2010 to 21 OCT 2010







V

## VAN NUYS EIGHT DEPARTURE



TAKE-OFF RUNWAY 8: Climbing right turn to 5000 heading 210° . . .

TAKE-OFF RUNWAY 15: Climbing right turn to 5000 heading 210° . . .

TAKE-OFF RUNWAY 26: Climbing right turn to 5000 heading 290° . . .

TAKE-OFF RUNWAY 33: Climbing left turn to 5000 heading 270° . . . . . . expect radar vector to VNY VOR/DME. Thence via (transition) or (assigned route).

AVENAL TRANSITION (VNY8.AVE): From over VNY VOR/DME via VNY R-255 to IPIHO INT then via LAX R-323 to TWINE INT and via LAX R-323 and GMN R-142 to CASTA INT and via GMN R-142 to GMN VORTAC and via

GMN R-310 to COREZ INT and via AVE R-086 to AVE VORTAC.

DAGGETT TRANSITION (VNY8.DAG): From over VNY VOR/DME via VNY R-255 to IPIHO INT then via LAX R-323 to TWINE INT and via VTU R-046 to LANGE INT and via PMD R-218 to SLAPP INT and via PMD R-218 to BOGET INT and via PMD R-218 to PMD VORTAC and via PMD R-067 to ETHER INT and via DAG R-238 to DAG

VORTAC. FILLMORE TRANSITION (VNY8.FIM): From over VNY VOR/DME via VNY R-255 to IPIHO INT and via VNY R-255 to

SUANA INT and via FIM R-120 to FIM VORTAC.

GORMAN TRANSITION (VNY8.GMN): From over VNY VOR/DME via VNY R-255 to IPIHO INT and via LAX R-323 to

TWINE INT and via LAX R-323 and GMN R-142 to CASTA INT and via GMN R-142 to GMN VORTAC.

PALMDALE TRANSITION (VNY8.PMD): From over VNY VOR/DME via VNY R-255 to IPIHO INT and via LAX R-323 to TWINE INT and via VTU R-046 to LANGE INT and via PMD R-218 to SLAPP INT and via PMD R-218 to BOGET INT and via PMD R-218 to PMD VORTAC.

TWINE TRANSITION (VNY8.TWINE): From over VNY VOR/DME via VNY R-255 to IPIHO INT and via LAX R-323 to TWINE INT.

### TAKE-OFF OBSTACLE NOTES

SW-3, 23 SEP 2010 to 21 OCT 2010

of centerline, up to 44' AGL/ 724' MSL. Poles beginning 271' from DER, 42' right of centerline, up to 65' AGL/ 745' MSL. Blast fence 272' from DER, on centerline, 14' AGL/711' MSL. Buildings beginning 278' from DER, 73' left of centerline, up to 40' AGL / 729' MSL. Poles beginning 292' from DER, 281' left of centerline, up to 40' AGL/ 736' MSL. Flagpole on building 382' from DER, 553' right of centerline, 44' AGL/ 724' MSL. OL on sign 384' from DER, 249' right of centerline, 34' AGL/ 724' MSL. Trees beginning 444' from DER, 165' left of centerline, up to 45' AGL/746' MSL.

Rwy 8: Buildings beginning 124' from DER, 51' right of centerline, up to 30' AGL/728' MSL. Trees beginning 236' from DER, 445' right

- Rwy 15: Blast fences beginning 50' from DER, 2' right of centerline, up to 10' AGL/708' MSL. OL's on poles beginning 148' from DER, 341' right of centerline, up to 40' AGL/ 734' MSL. Buildings beginning 185' from DER, 155' left of centerline, up to 67' AGL/ 747' MSL. Railroad 201' from DER, 116' right of centerline, 23' AGL/ 720' MSL. LT pole 230' from DER, 226' left of centerline, 30' AGL/723' MSL. OL's on poles beginning 226' from DER, 229' left of centerline, up to 45' AGL/734' MSL. Buildings beginning 330' from DER, 355' right of centerline, up to 32' AGL/717' MSL. Pole 409' from DER, 430' left of centerline, 32' AGL/730' MSL. Poles beginning 604' from DER, 280' right of centerline, up to 40' AGL/725' MSL. Trees beginning 657' from DER, 74' right of centerline, up to 77' AGL/ 762' MSL. Trees beginning 882' from DER, 53' left of centerline, up to 85' AGL/ 777' MSL. OL on dome 1397' from DER, 157' left of centerline, up to 69' AGL/ 749' MSL.
- Rwy 26: Rising terrain beginning 26' from DER, 460' right of centerline, up to 731' MSL. Poles beginning 302' from DER, 462' left of centerline, up to 44' AGL/771' MSL. Vehicle on road 331' from DER, 4' right of centerline, 15' AGL/741' MSL. Building 405' from DER, 550' left of centerline, 31' AGL/ 756' MSL. Trees beginning 413' from DER, 276' right of centerline, up to 76' AGL/801' MSL. Buildings beginning 428' from DER, 292' right of centerline, up to 73' AGL/798' MSL. Railroad 628' from DER, 565' left of centerline 23' AGL/ 752' MSL. OL on pole, 710' from DER, 577" right of centerline, 64' AGL/ 794' MSL. Poles beginning 712' from DER, 422' right of centerline, up to 75' AGL/ 803' MSL. Tree 1657' from DER, 437' left of centerline, 50' AGL/ 774' MSL. Transmission towers beginning 4217' from DER, 1285' left of centerline, up to 115' AGL/839' MSL. Transmission tower 6233' from DER, 1462' right of centerline, 169' AGL/894' MSL.
- Rwy 33: Buildings beginning 33' from DER, 52' right of centerline,up to 40' AGL/ 819' MSL. Trees beginning 79' from DER, 74' right of centerline, up to 74' AGL/ 869' MSL. OL on blast fences beginning 97' from DER, 128' left of centerline, up to 23' AGL / 793' MSL. Blast fence, 104' from DER, 115' right of centerline, 20' AGL/ 790' MSL. Buildings beginning 182' from DER, 75' left of centerline, up to 45' AGL/ 837' MSL. Vehicle on road 193' from DER, 156' right of centerline, 15' AGL/ 792' MSL. OL on building 207' from DER, 386' left of centerline, 40' AGL/ 815' MSL. Poles beginnning 480' from DER, 30' right of centerline, up to 61' AGL/ 848' MSL. Railroad 559' from DER, 11' left of centerline, 23' AGL/ 808' MSL. Antenna on building 611' from DER, 289' left of centerline, 25' AGL/ 812' MSL. Pole 757' from DER, on centerline, 44' AGL/ 824' MSL. Poles beginning 807' from DER, 16' left of centerline, up to 62' AGL/ 852' MSL. Trees beginning 982' from DER, 16' left of centerline, up to 92' AGL/ 885' MSL.

LOS ANGELES

SAN FRANCISCO

L-2F. 3B

L-3D. 7B

## **CALIFORNIA**

BUTTONWILLOW ELK HILLS-BUTTONWILLOW (L62) 3 S UTC-8(-7DT) N35°21.21' W119°28.78'

Chan 101

RWY 11: Rgt tfc.

RADIO AIDS TO NAVIGATION: NOTAM FILE BEL

TPA-1126(800)

RWY 11-29: H3260X50 (ASPH)

COMMUNICATIONS: CTAF 122.9

SHAFTER (H) VORTACW 115.4

EHF

(C83) 2 S UTC-8(-7DT) N37°49.71' W121°37.55'

S-10

NOTAM FILE RIU

AIRPORT REMARKS: Unattended, Arpt CLOSED to night ops. Radio

controlled model acft below 800' AGL invof arpt. Crop dusting ops prohibited except by PPR arpt manager 661-391-1800.

MIRL 0.4% up NW

N35°29.07'

W119°05.84' 233° 20.3 NM to fld. 548/14E. HIWAS.

BYRON

CABLE

RWY 12-30: H4500X100 (ASPH) S-29.5 RWY 12: Pole. RWY 30: REIL, PAPI(P2L)—GA 3.5° TCH 25', Hill, Rgt tfc.

RWY 05-23: H3000X75 (ASPH) S-29.5 MIRL 1.0% up SW RWY 05: Rgt tfc. RWY 23: PAPI(P2L)-GA 3.5° TCH 25'.

card. Parachute Jumping. Ultralight and sailplane activity on and invof arpt. Rising terrain with numerous windmills on ridges west of arpt, 100' twr 5100' from Rwy 23, 200' twr 5600' from Rwy

FUEL 100LL NOTAM FILE OAK

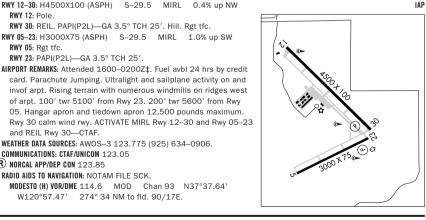
Rwv 30 calm wind rwv, ACTIVATE MIRL Rwv 12-30 and Rwv 05-23 and REIL Rwy 30-CTAF. WEATHER DATA SOURCES: AWOS-3 123.775 (925) 634-0906. COMMUNICATIONS: CTAF/UNICOM 123.05

RADIO AIDS TO NAVIGATION: NOTAM FILE SCK. MODESTO (H) VOR/DME 114.6 MOD Chan 93 N37°37.64'

(R) NORCAL APP/DEP CON 123.85

(See UPLAND)

W120°57.47' 274° 34 NM to fld. 90/17E.



CALAVERAS CO-MAURY RASMUSSEN FLD (See SAN ANDREAS) Circling to Rwy 5, 12 NA at night. Circling NA SW of Rwy 12-30

If local altimeter setting not received, use Stockton Metropolitan

altimeter setting and increase all DA/MDAs 60 feet.

4500 WAAS Rwy Ida APP CRS CH 65902 55 TDŹE 300° 79 W30A Apt Elev

**A**NA

SW-2, 23 SEP 2010 to 21 OCT 2010

# RNAV (GPS) RWY 30

SW-2, 23 SEP 2010 to 21 OCT 2010

MISSED APPROACH: Climb to 3000 direct ROGOY and right turn via 030° track to HOXAV and right turn via 120° track to HAIRE and hold, continue

W DME/DME RNP-0.3 NA. climb-in-hold to 3000. VDP NA when using Stockton Metropolitan altimeter setting. NORCAL APP CON UNICOM 123.775 123.85 278.3 123.05 (CTAF) ( NSA RW 30 25 Ny HOXAV 5600  $\Diamond$ Procedure NA for arrivals at SHARR via V195 northeast bound. ∧ <sup>3580</sup> Λ 3901 RW30 . 2600 (IAF) CUDUG SHARR 2.9 NM to **RW30** 1103 2400 ۸ **∧** 981 (FAF) (AO) ∧ <sup>941</sup> BABP 1262 . 1224 479±∧ 1174 <u>/</u> Λ<sup>1665 ±</sup> **∧** 1300 (IF) 1752 A EKIYU Λ 2004 79 ELEV 1806 **∧** R-2531 A&B 3000 ROGOY HOXAV VGSI and RNAV glidepath HAIRE not coincident. 120° 0309 Δ track track Procedure Turn **BABP EKIYU CUDUG** \*LNAV only NA 2.9 NM to \*1.1 NM to RW30 TDZE 2400 300° 1 3049 ± RW30 ▶ RW30 2400 GS 3.00° 1000\* TCH 40 4.2 NM 1.1 NM 1.8 NM 5 NM 300° to C CATEGORY RW30 LPV DΑ 305-1 NA 250 (300-1) NA LNAV MDA 500-1 445 (500-1) REIL Rwy 30 1 520-1 540-1

BYRON, CALIFORNIA

MIRL Rwys 5-23 and 12-30 ()

Orig-A 09351 37°50'N - 121°38'W

CIRCLING

441 (500-1)

461 (500-1)

RNAV (GPS) RWY 30

BYRON (C83)

NA

**CALIFORNIA** 

AIRPORT REMARKS: Attended 1600-0100Z±, Rwv 08-26 ground

### CALEXICO INTL (CXL) 1 W UTC-8(-7DT) N32°40.17' W115°30.80' FUEL 100LL, JET A TPA—See Remarks AOE NOTAM FILE SAN

S-30 MIRI

RWY 08-26: H4679X75 (ASPH) RWY 08: VASI(V2L)-GA 3.0° TCH 33', P-line. Residential Area RWY 26: VASI(V2L)-GA 3.4° TCH 39'. Thid dspicd 163'. Rgt tfc.

C 0000000 INTERNATIONAL BOUNDARY UNITED STATES Residential Area

INS ANGELES

L-41

drop-off on east end of rwy and north of east acft parking area. TPA-804(800) conventional acft, 1204(1200) jet acft. Flight Notification Service (ADCUS) available, NOTE: See Special Notices-U.S. Special Customs Requirement. COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.

78

IMPERIAL (H) VORTAC 115.9 IPL Chan 106 N32°44.93'

W115°30.52' 169° 4.8 NM to fld. -20/14E. COMM/NAV/WEATHER REMARKS: UNICOM unmonitored 1600-0100Z±.

### CALIFORNIA CITY MUNI (L71) 2 NW UTC-8(-7DT) N35°09.08' W118°01.00' B S2 **FUEL** 80, 100LL, JET A OX 4 TPA-3454(1000) RWY 06-24: H6027X60 (ASPH) S-26 MIRL 0.9% up SW RWY 24: PAPI(P2L)-GA 3.0° TCH 40'. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z‡. Parachute Jumping. Rwy 06-24 PAEW adjacent rwv 1500-2300Z±. Extensive glider traffic

LOS ANGELES NOTAM FILE RAL H-41, L-7C IAP Parachute Drop Zone

and sky diving activity daily. Two dirt glider ldg strips 2000'X150' and 1600'X150' are constructed 325' S of Rwy 06-24 centerline. East Idg strip paved 1000'X30', ACTIVATE MIRL Rwy 06-24-CTAF, PAPI Rwy 24 opr continuously.

RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.

WEATHER DATA SOURCES: AWOS-1 120.875 COMMUNICATIONS: CTAF/UNICOM 122 7 (R) JOSHUA APP/DEP CON 133.65

EDWARDS (L) VORTAC 116.4 EDW Chan 111

N34°58 94' W117°43.96' 291° 17.3 NM to fld. 2354/15E.

JOSHUA DEP CON **CIRDA** 133.65 348.7 **RABME** NOTE: 1. GPS required 2. RNAV 1 WIRUS ISABELLA MOA 7USUR **UGONE** R-2515 BAKERSFIELD MOA TAKE-OFF MINIMUMS RWY 6: Standard with minimum climb of 250' per NM to 6400. RWY 24: Standard. LAKE HUGHES LHS

# TAKE-OFF OBSTACLE NOTES

Rwy 6: Ground 37' from departure end of runway, 408' right of centerline, 0' AGL/2406' MSL. Rwy 24: Windsock 8' from departure end of runway, 159' right of centerline, 25' AGL/2476' MSL. Bush 220' from departure end of runway 456' left of centerline, 9' AGL/2467' MSL.

Bush 550' from departure end of runway, 447' left of centerline, 16' AGL/2474' MSL. Bush 365' from departure end of runway, 299' left of centerline, 8' AGL/2469' MSL. Bush 245' from departure end of runway, 449' left of centerline, 8' AGL/2466' MSL. Bush 422' from departure end of runway, 454' left of centerline, 12' AGL/2470' MSL.

Bush 355' from departure end of runway, 106' left of centerline, 6' AGL/2467' MSL.

SW-3, 23 SEP 2010 to 21 OCT 2010

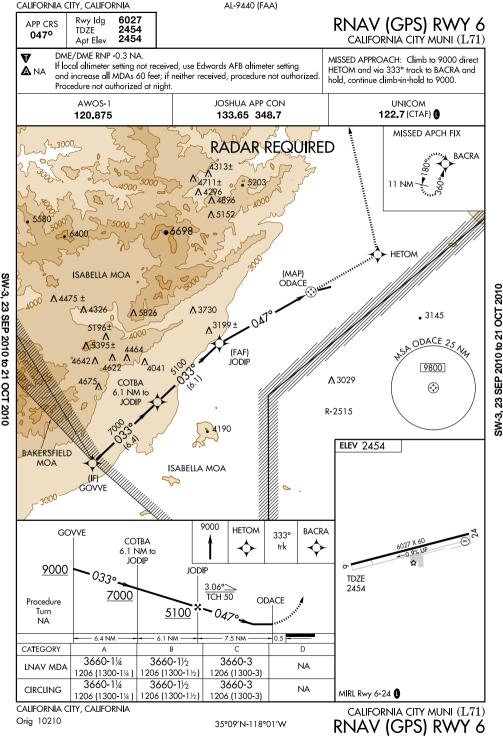
NOTE: Chart not to scale.

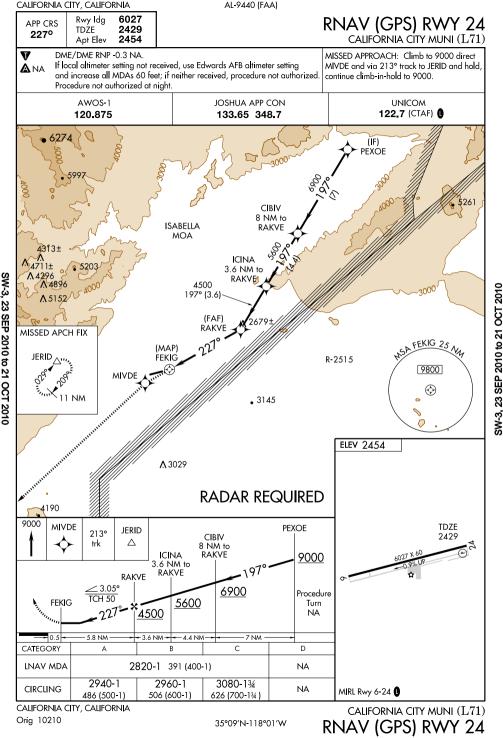
# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb direct WIRUS, then via depicted route to LHS VORTAC. Maintain 9000.

TAKE-OFF RUNWAY 24: Climb direct ZUSUR, then via depicted route to LHS VORTAC. Maintain 9000.

CALIFORNIA CITY ONE DEPARTURE (RNAV) (OBSTACLE) CALIFORNIA CITY, CALIFORNIA CALIFORNIA CITY MUNI (L71) (L711.LHS) 07074





**CALIFORNIA** 

1 NW UTC-8(-7DT) N33°07.88' W115°31.28'

PHOFNIX

L-41

IAP

# **CALIPATRIA**

NOTAM FILE SAN

(CLR)

RWY 08-26: H3423X50 (ASPH) S-12 RWY 08: Thid dspicd 120'. Road. RWY 26: Thid dspicd 229'. Road. Rgt tfc.

TPA-618(800)

**CLIFF HATFIELD MEM** 

(R) L.A. CENTER APP/DEP CON 128.6 RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.

Parallel taxiway clsd indefinitely. COMMUNICATIONS: CTAF 122.9

IMPERIAL (H) VORTAC 115.9 IPL Chan 106 N32°44.93' W115°30.52' 344° 22.9 NM to fld. -20/14E.

AIRPORT REMARKS: Unattended, Lgtd flagpole 800' SE of arpt, pole on S side of Rwv 08-26 at E end, Ultralight activity on and invof arpt. 3423 X 50

CAMARILLO (CMA) 3 W UTC-8(-7DT) N34°12.83′ W119°05.66′ FUEL 100LL, JET A TPA—See Remarks S4 NOTAM FILE CMA

RWY 08-26: H6013X150 (ASPH-CONC-RFSC) RWY 08: REIL. PAPI(P2L)-GA 3.0° TCH 48'. Rgt tfc. RWY 26: REIL. PAPI(P2L)-GA 3.0° TCH 48'.

AIRPORT REMARKS: Attended continuously. Fuel available 24 hours self serve. Parachute Jumping. CAUTION: High performance military acft ops invof arpt. Mountain 1173' MSL, beginning 5 miles from east end Rwy 26. Mountain 1814' MSL 5 miles to east-southeast of AER 26. Wildlife on and invof arpt. No formation tkfs or ldgs. No

wingspan of 56' to 80'. Upon arrival ctc FBO or arpt ops

tkfs btn 0800-1300Z<sup>±</sup> (without prior permission), NSTD object free area east end of Twy F, impaired wing clnc, for acft with

805-388-4202 for assistance. Landing fee for acft over 12,500 lbs. Noise sensitive all quadrants practice noise abatement/fly quiet/procedures, Ultralight activity SW quadrant of arpt, No Idgs. taxiing or tkfs on cheveroned area east of Rwy 26 thld. TPA-877(800) single engine, 1077(1000) multiengine and jets. When twr clsd ACTIVATE MIRL Rwy 08-26 and REIL Rwy 08 and Rwv 26-CTAF.

WEATHER DATA SOURCES: ASOS (805) 384-9294. COMMUNICATIONS: CTAF 128.2 ATIS 126.025 (805) 484-3351. R POINT MUGU APP/DEP CON 124.7 (1500-0700Z‡)

TOWER 128.2 (1500-0500Z±) GND CON 121.8 AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS G.

301°-045°

CMA (L) VORW/DME 115.8

046°-245° byd 20 NM blo 14,000'

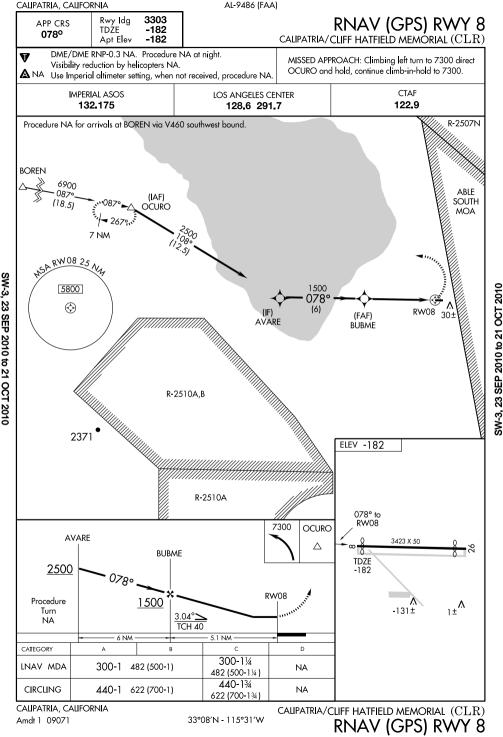
Chan 105

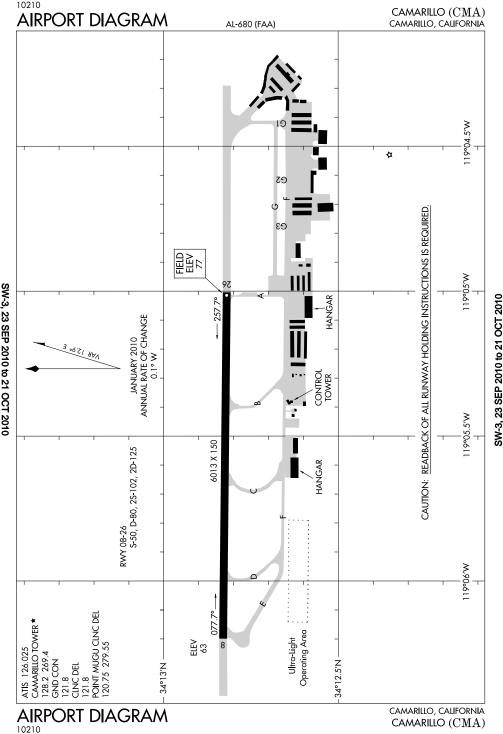
RADIO AIDS TO NAVIGATION: NOTAM FILE CMA. N34°12.75′ W119°05.66′ at fld. 62/15E. VOR/DME unusable:

**CLNC DEL 121.8** 

Residential Area LOS ANGELES COPTER S-50. D-80, 2S-102, 2D-125 MIRL H-4H, L-3E, 4G, 7B IAP. AD

276°-300° byd 20 NM blo 14,000'





**CALIFORNIA** 

1 NW UTC-8(-7DT) N33°07.88' W115°31.28'

PHOFNIX

Residential Area

L-41

IAP

### **CALIPATRIA CLIFF HATFIELD MEM** (CLR)

TPA-618(800)

RWY 08: Thid dspicd 120'. Road. RWY 26: Thid dspicd 229'. Road. Rgt tfc.

Parallel taxiway clsd indefinitely. COMMUNICATIONS: CTAF 122.9

RWY 08-26: H3423X50 (ASPH)

(R) L.A. CENTER APP/DEP CON 128.6 RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.

CAMARILLO

(CMA)

S4

Rwv 26-CTAF.

AIRPORT REMARKS: Unattended, Lgtd flagpole 800' SE of arpt, pole on S side of Rwv 08-26 at E end, Ultralight activity on and invof arpt. 3423 X 50

FUEL 100LL, JET A TPA—See Remarks RWY 08-26: H6013X150 (ASPH-CONC-RFSC) S-50. D-80, 2S-102, 2D-125 RWY 08: REIL. PAPI(P2L)-GA 3.0° TCH 48'. Rgt tfc.

NOTAM FILE SAN

S-12

IMPERIAL (H) VORTAC 115.9 IPL Chan 106 N32°44.93' W115°30.52' 344° 22.9 NM to fld. -20/14E.

RWY 26: REIL. PAPI(P2L)-GA 3.0° TCH 48'.

AIRPORT REMARKS: Attended continuously. Fuel available 24 hours self serve. Parachute Jumping. CAUTION: High performance military acft ops invof arpt. Mountain 1173' MSL, beginning 5 miles from east end Rwy 26. Mountain 1814' MSL 5 miles to east-southeast of AER 26. Wildlife on and invof arpt. No formation tkfs or ldgs. No

free area east end of Twy F, impaired wing clnc, for acft with wingspan of 56' to 80'. Upon arrival ctc FBO or arpt ops 805-388-4202 for assistance. Landing fee for acft over 12,500 lbs. Noise sensitive all quadrants practice noise abatement/fly quiet/procedures, Ultralight activity SW quadrant of arpt, No Idgs. taxiing or tkfs on cheveroned area east of Rwy 26 thld. TPA-877(800) single engine, 1077(1000) multiengine and jets. When twr clsd ACTIVATE MIRL Rwy 08-26 and REIL Rwy 08 and

WEATHER DATA SOURCES: ASOS (805) 384-9294. COMMUNICATIONS: CTAF 128.2 ATIS 126.025 (805) 484-3351. R POINT MUGU APP/DEP CON 124.7 (1500-0700Z‡)

(R) L.A. CENTER APP/DEP CON 135.5 other times ctc POINT MUGU CLNC DEL 120.75 (0500-0700Z‡) TOWER 128.2 (1500-0500Z±) GND CON 121.8 **CLNC DEL 121.8** AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CMA.

CMA Chan 105

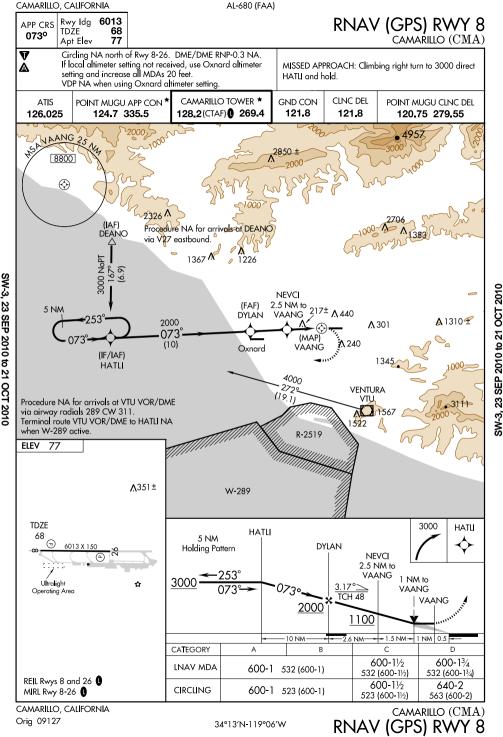
(L) VORW/DME 115.8

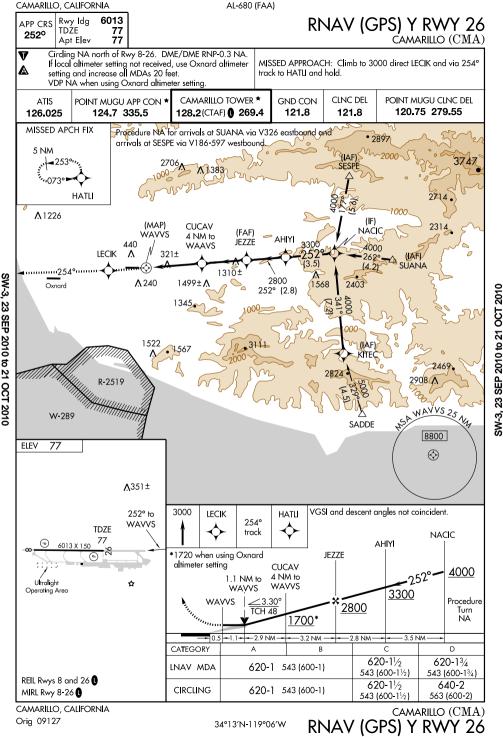
Ultralight

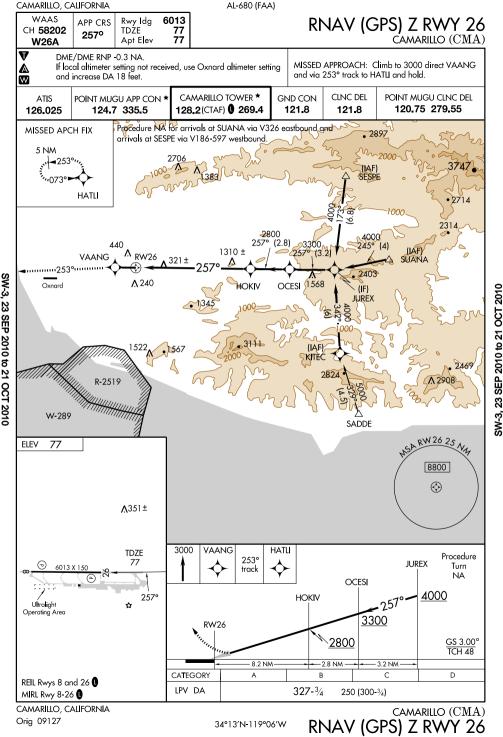
Operating Area

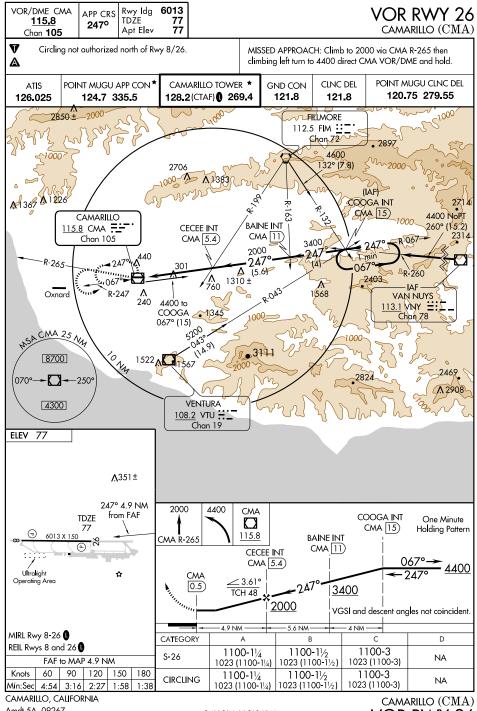
N34°12.75′ W119°05.66′ at fld. 62/15E. VOR/DME unusable: 301°-045° 276°-300° byd 20 NM blo 14,000'

3 W UTC-8(-7DT) N34°12.83′ W119°05.66′ LOS ANGELES COPTER NOTAM FILE CMA MIRL H-4H, L-3E, 4G, 7B IAP. AD tkfs btn 0800-1300Z<sup>±</sup> (without prior permission), NSTD object 6013 X 150









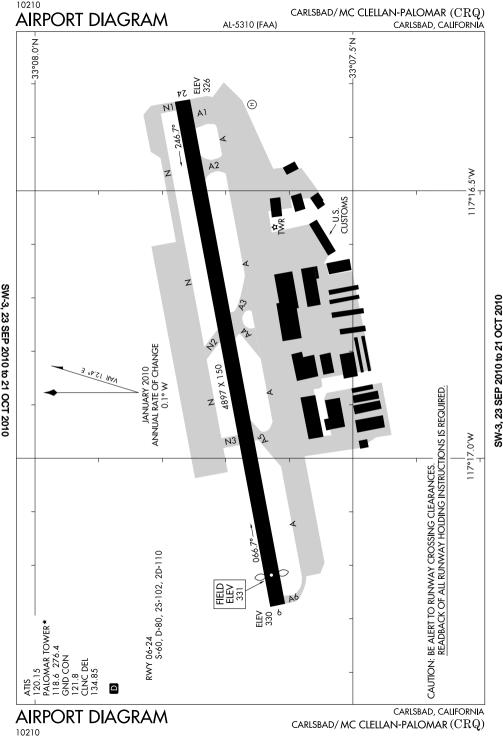
AL-680 (FAA)

Amdt 5A 09267

23 SEP 2010 to 21 OCT 2010

CAMARILLO, CALIFORNIA

VOR RWY 26



**CALIFORNIA** 

3 SE UTC-8(-7DT) N33°07.70' W117°16.81'

LDA-4600

IDA-4897

81

L-4H

IAP. AD

LOS ANGELES

CARL SRAD

McCLELLAN-PALOMAR (CRO)

S4

RUNWAY DECLARED DISTANCE INFORMATION RWY 06: TORA-4897

NOTAM FILE CRO

RWY 24: TORA-4897

0630Z<sup>±</sup> to 1400Z<sup>±</sup> except by PPR call arpt manager

hrs prior to SS. Do not mistake S twy as rwy. Extensive bird

RWY 06: PAPI(P4L)-GA 3.0° TCH 35'. Thid dspicd 297'. RWY 24: MALSR, REIL, PAPI(P4L)-GA 3.2° TCH 54', Rgt tfc.

TODA-4897

TODA-4897

AIRPORT REMARKS: Attended 1500-0600Z±. Rwy 24 hard to see two

acft, 2003(1672) large acft. Rwy 06-24 south VFR tfc pattern

and traffic congestion. Multiple apchs by large acft (including large helicopters) not authorized. All acft multiple practice apch and Idgs discourage 0600-1500Z‡. Voluntary curfew, jets 0600-1500Z‡, props 0800-1400Z‡, emerg, lifeguard and law enforcement excepted, RVR touchdown Rwy 24 avbl. Rwy 24 is

RWY 06-24: H4897X150 (ASPH-PFC) S-60, D-80, 2S-102, 2D-110

activity in vicinity especially in spring, P-lines 2 miles W & SW. CLOSED to air carrier ops with more than 9 passenger seats from 760-431-4646. PPR for all military acft call arpt manager

apch. Voluntary jet curfew 0600-1500Z‡. North side ramp limited to 12.500 lbs. Limited transjent tie down space on public ramp. When twr clsd ACTIVATE HIRL Rwy 06-24, PAPI Rwy 06 and Rwy 24, REIL Rwy 24, MALSR

NOTAM FILE RNO

N42°29.57'

FUEL 100LL, JET A OX 3, 4 TPA—See Remarks

ASDA-4897

ASDA-4897

760-431-4646. TPA-1003(672) helicopters, 1503(1172) small clsd 0600-1500Z‡. No jet acft training due to noise abatement

→ 4897 X 150 calm wind rwy. Arpt has noise abatement procedures ctc arpt manager 760-431-4646. Request jets fly the ILS

Class I. ARFF Index A

HIRL

WEATHER DATA SOURCES: ASOS (760) 930-0864, LAWRS. COMMUNICATIONS: CTAF 118 6 ATIS 120.15 (760) 438-2117 OCEANSIDE RCO 122.1R 115.3T (SAN DIEGO RADIO) (R) SOCAL APP/DEP CON 127.3

Rwy 24—CTAF, U.S. Customs User Fee Arpt, ctc 877-848-7766.

TOWER 118.6 (1500-0600Z±) GND CON 121.8 **CLNC DEL** 134.85 AIRSPACE: CLASS D svc 1500-0600Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE CRQ.

OCN N33°14.44′ W117°25.06′ Chan 100

UTC-8(-7DT)

S-12.5

TPA-5623(1000)

MIRI

RWY 19: Pole.

OCEANSIDE (H) VORTAC 115.3 ILS 108.7 Rwy 24. Unmonitored when twr clsd. Autopilot coupled approaches not avbl below

960' MSI

CATALINA (See AVALON)

(See MERCED)

CASTLE

CEDARVILLE

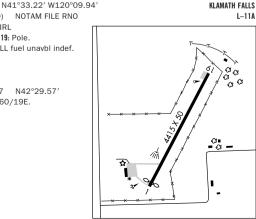
4623 В

2 N FUEL 100LL

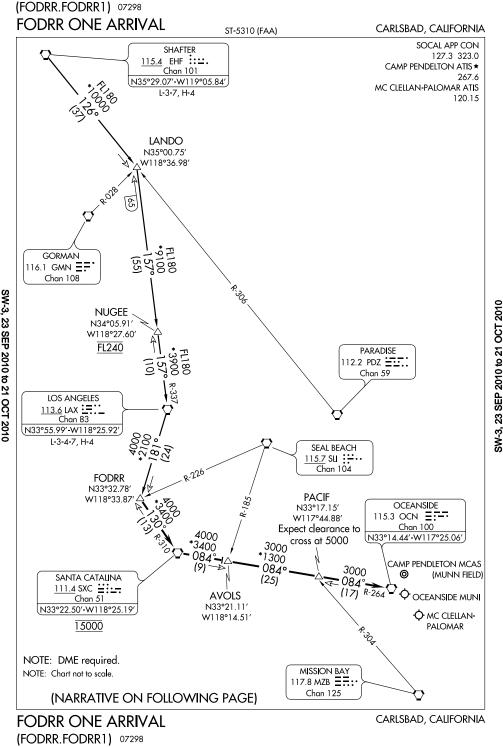
RWY 01-19: H4415X50 (ASPH) RWY 01: Thid dspicd 120', Road. AIRPORT REMARKS: Attended 1600-0100Z‡. 100LL fuel unavbl indef. ACTIVATE MIRL Rwv 01-19-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE LKV. LAKEVIEW (H) VORTACW 112.0 LKV Chan 57

W120°30.43' 146° 58.4 NM to fld. 7460/19E. HIWAS.



119° 9.7 NM to fld. 53/15E.



ST-5310 (FAA)

### ARRIVAL ROUTE DESCRIPTION

LOS ANGELES TRANSITION (LAX.FODRR1): From over LAX VORTAC via LAX R-181 to FODRR INT/DME FIX. Thence....

SHAFTER TRANSITION (EHF.FODRR1): From over EHF VORTAC via EHF R-126 and LAX R-337 to LAX VORTAC, then via LAX R-181 to FODRR INT/DME FIX. Thence....

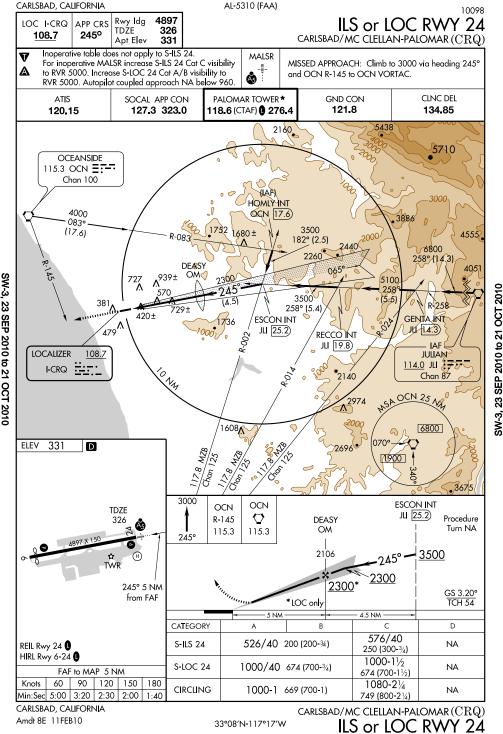
....From over FODRR INT/DME FIX via SXC R-310 to SXC VORTAC, cross SXC VORTAC at 15000, then via SXC R-084 to AVOLS INT/DME FIX, then via SXC R-084 and OCN R-264 to PACIF INT/DME FIX, then via OCN R-264 to OCN VORTAC. Thence....

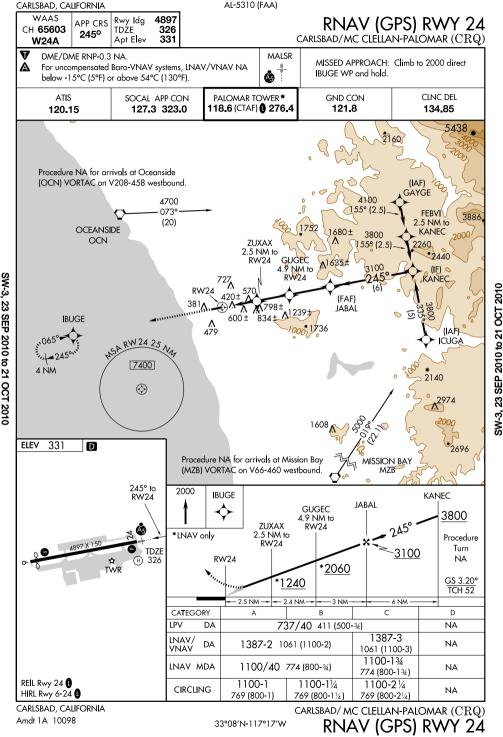
....LANDING CARLSBAD/MC CLELLAN-PALOMAR: From over OCN VORTAC expect

the ILS or LOC RWY 24 approach.
....LANDING CAMP PENDLETON MCAS (MUNN FIELD): From over OCN VORTAC

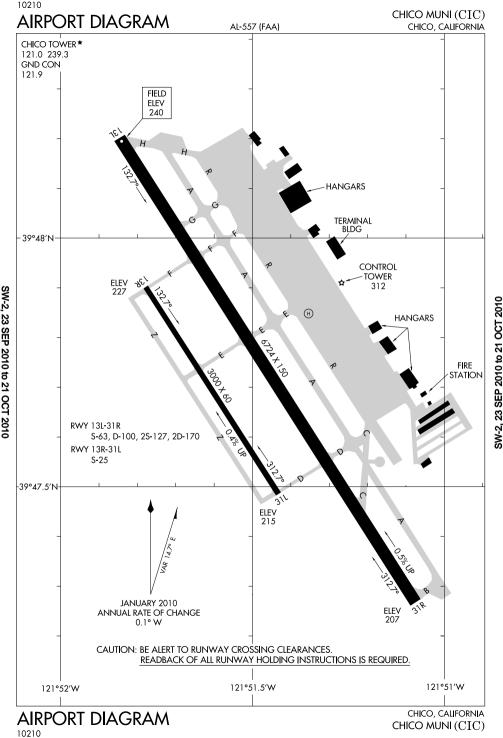
expect the VOR/DME or TACAN RWY 21 approach. ....LANDING OCEANSIDE MUNI: From over OCN VORTAC expect the VOR-A approach.

FODRR ONE ARRIVAL





Amdt 7B 10098 33°08′N-117°17′W



SAN FRANCISCO

H-3B, L-2G/H

### CHICO CHICO MUNI (CIC) 4 N UTC-8(-7DT) N39°47.72′ W121°51.51′ S4 FUEL 100LL, JET A TPA—See Remarks Class III, ARFF Index A NOTAM FILE CIC

HIRI

RWY 13R: Rgt tfc.

0.5% up NW

530-588-4888. Scheduled air carrier ops involving acft with more than 9 passenger seats are not authorized in excess of 15 min before or 15 min after scheduled arrival or departure times without prior coordination with arpt management and confirmation that ARFF svcs are avbl prior to ldg or tkof, call 530-895-4911.

AIRPORT REMARKS: Attended 1500-0300Z±. For fuel after hrs call

RWY 13L: MALSR, PAPI(P2L)-GA 3.0° TCH 52', Rgt tfc. RWY 31R: REIL. VASI(V4L)-GA 3.0° TCH 50'. RWY 13R-31L: H3000X60 (ASPH) S-25 0.4% up NW

pad 3000'X1500'. When twr clsd ACTIVATE HIRL Rwy 13L-31R, VASI Rwy 31R and MALSR and PAPI Rwy 13L-121.0. WEATHER DATA SOURCES: AWOS-3 119.675 (530) 879-3850, LAWRS. COMMUNICATIONS: CTAF 121.0 UNICOM 122.95

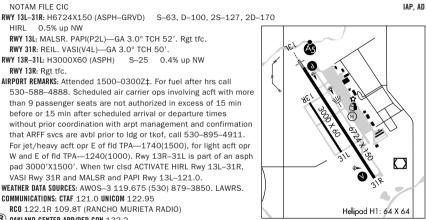
RCO 122.1R 109.8T (RANCHO MURIETA RADIO)

(R) NAKIAND CENTER APP/DEP CON 132.2 TOWER 121.0 (1500-0300Z‡) GND CON 121.9

AIRSPACE: CLASS D svc 1500-0300Zt other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE CIC.

(T) VOR/DME 109.8 CIC Chan 35 N39°47.39′ W121°50.83′ at fld. 215/16E. ILS 111.3 I-CIC Rwv 13L. Class IE.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



HELIPAD H1: 64X64 (CONC) S-35

TAKE-OFF RUNWAYS 13L/R: Turn right heading 260° within 1 NM of take-off; intercept CIC R-238 to GONGS INT. Thence

TAKE-OFF RUNWAYS 31L/R: Turn left heading 210° within 1 NM of take-off; intercept CIC R-238 to GONGS INT. Thence....

....via (transition) or (assigned route).

SW-2, 23 SEP 2010 to 21 OCT 2010

MAXWELL TRANSITION (GONGS1.MXW): From over GONGS INT via MXW R-359 to MXW VORTAC.

POINT REYES TRANSITION (GONGS1.PYE): From over GONGS INT via MXW R-359 to MXW VORTAC: then via MXW R-184 and PYE R-005 to PYE VORTAC.

RED BLUFF TRANSITION (GONGS1.RBL): From over GONGS INT via RBL R-140 to

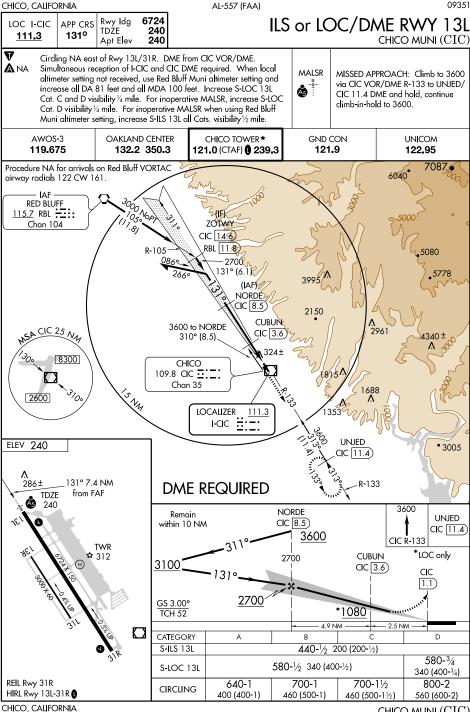
RBL VORTAC. SACRAMENTO TRANSITION (GONGS1.SAC): From over GONGS INT via V23 and

SAC R-329 to SAC VORTAC. WILLIAMS TRANSITION (GONGS1.ILA): From over GONGS INT via RBL R-140 and V195

# GONGS ONE DEPARTURE

23 SEP 2010 to 21 OCT 2010

to ILA VORTAC.

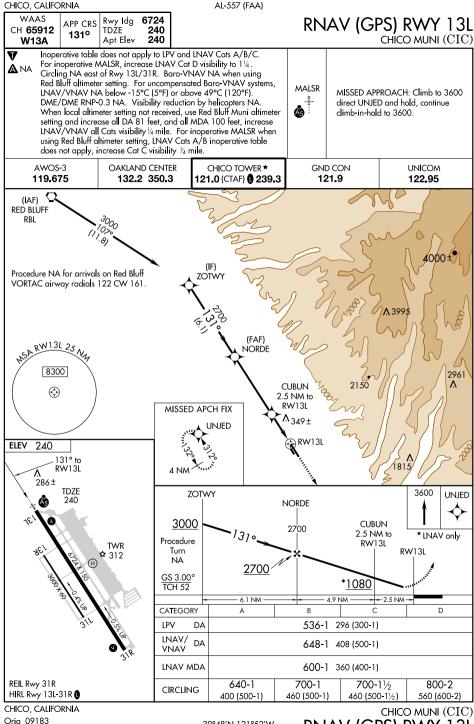


Amdt 12 17DEC09

SW-2,

23 SEP 2010 to 21 OCT 2010

CHICO MUNI (CIC)



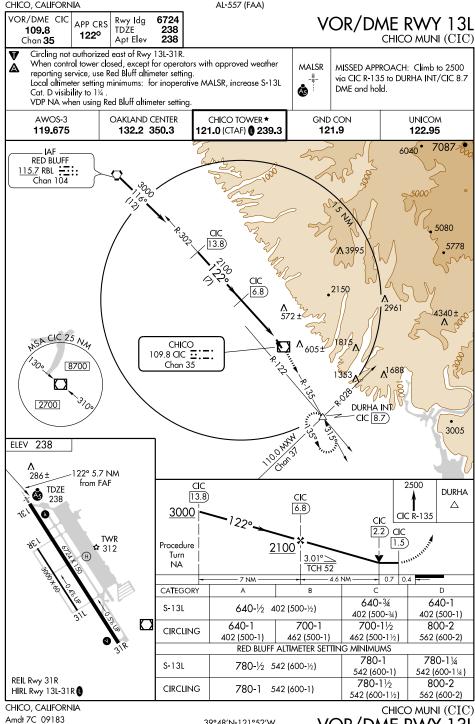
AL-557 (FAA)

RNAV (GPS) RWY

SW-2, 23 SEP 2010 to 21 OCT 2010

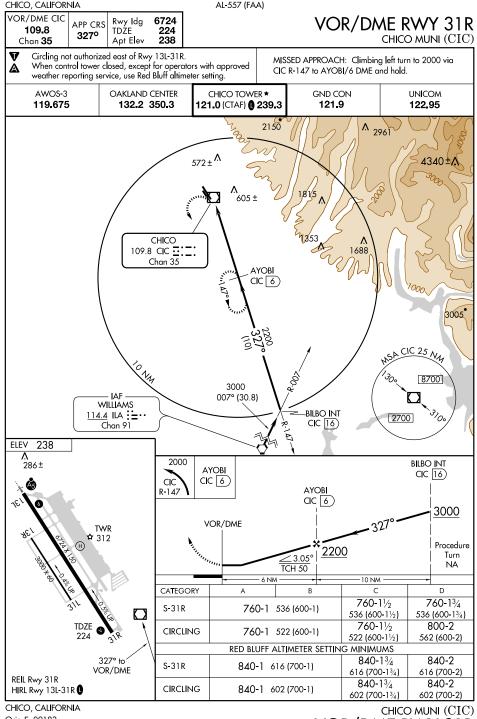
RNAV (GPS) RWY 31R 39°48'N-121°52'W

SW-2, 23 SEP 2010 to 21 OCT 2010



23 SEP 2010 to 21 OCT 2010

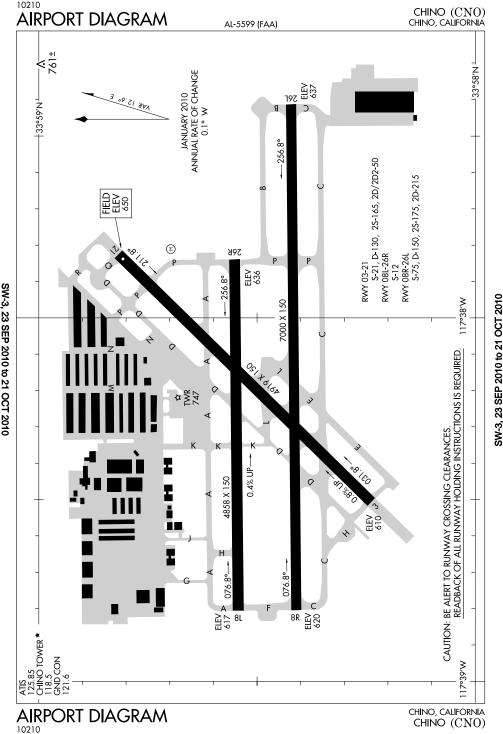
VOR/DME RWY



Orig-E 09183

23 SEP 2010 to 21 OCT 2010

VOR/DME RWY 31R



LOS ANGELES

H-41. L-3E. 4H. A

COPTER

#### **CALIFORNIA**

CHINO (CNO) 3 SE UTC-8(-7DT) N33°58.49' W117°38.19'

FUEL 100LL, JET A OX 2 TPA—See Remarks NOTAM FILE CNO.

RWY 08R-26L: H7000X150 (ASPH-GRVD) S-75, D-150, 2S-175, 2D-215 RWY 08R: PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc. RWY 26L: PAPI(P4L)-GA 3.0° TCH 50'. Trees.

RWY 03-21: H4919X150 (ASPH) S-21, D-130, 2S-165, 2D/2D2-50 MIRL CL 0.8% up NE

B S4

RWY 03: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Rgt tfc. RWY 21: REIL. PAPI(P4L)-GA 3.0° TCH 40'.

RWY 08L-26R: H4858X150 (ASPH) S-12 HIRL 0.4% up W

RWY 08L: Trees. Rgt tfc. RWY 26R: PAPI(P4L)—GA 3.0° TCH 51', Trees.

AIRPORT REMARKS: Attended continuously, Self-syc fuel avbl 24 hrs. Birds and wildlife on and invof arpt. Radio controlled acft activity blo 400' AGL 2.5 NM south of arpt, TPA-1400(750), Twin engine

TPA-2000(1350), When twr clsd MIRL Rwv 03-21, HIRL Rwv 08L-26R and MIRL Rwy 08R-26L are turned on. PAPI Rwy 26R,

21 opr continuously. WEATHER DATA SOURCES: ASOS (909) 393-5823. LAWRS. COMMUNICATIONS: CTAF 118.5 ATIS 125.85 (909)-393-5365

UNICOM 122.95 (R) SOCAL APP/DEP CON 135.4

TOWER 118.5 (1500-0500Z±) **GND CON 121.6** 

AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PD7 Chan 59 N33°55.10′ W117°31.80′

RIVERSIDE (T) VOR 112.4 RAL N33°57.31′ W117°26.99′ 263° 9.4 NM to fld.

I-CNO Rwv 26R. ILS unmonitored when twr clsd. ILS 111.5

# CHIRIACO SUMMIT (L77) 1 NE UTC-8(-7DT) N33°39.89' W115°42.60'

1713 TPA-2713(1000) NOTAM FILE RAL RWY 06-24: H4600X50 (ASPH) S-6

RWY 06: Brush. RWY 24: Brush.

COMMUNICATIONS: CTAF 122.9

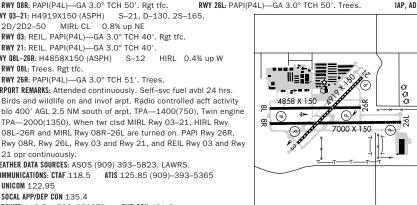
AIRPORT REMARKS: Unattended, Rwy 06-24 55'X4600' rwy resurfaced

center of 200'X6000' asph strip. Pilots visibility is limited to 1400' from either end of Rwy 06-24, Rwy 06-24 longitudinal and transverse cracking on rwy surface.

RADIO AIDS TO NAVIGATION: NOTAM FILE TRM.

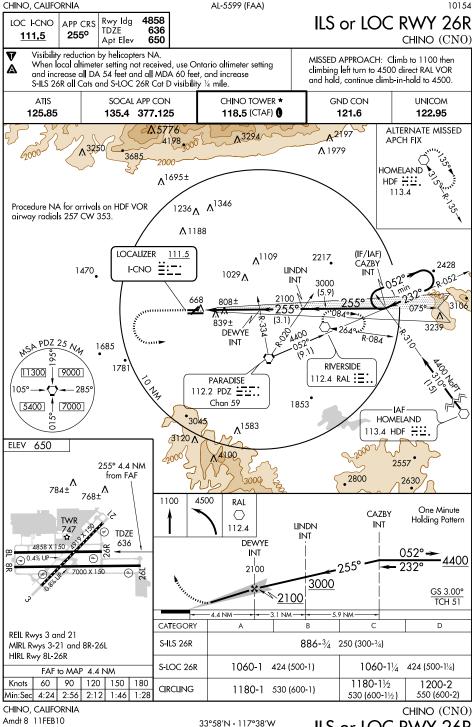
THERMAL (H) VORTAC 116.2 TRM Chan 109 N33°37.69'

W116°09.61' 071° 22.7 NM to fld. -87/13E.



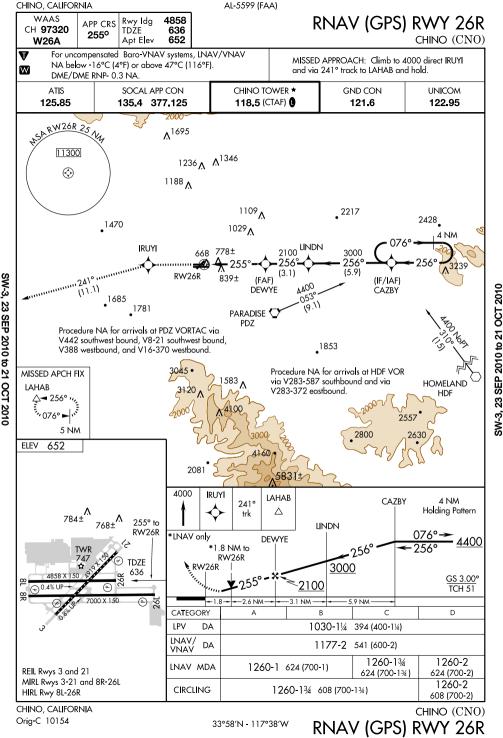
287° 6.3 NM to fld. 1432/15E.

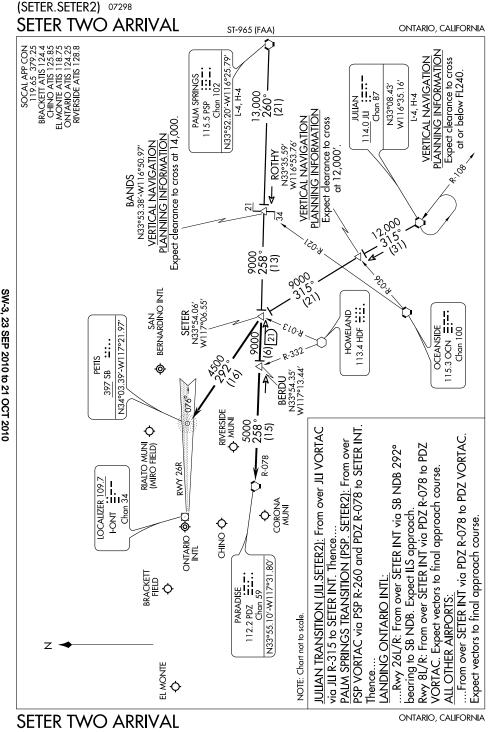
LOS ANGELES 1-41 4600 X 50



Amdt 8 11FEB10

SW-3, 23 SEP 2010 to 21 OCT 2010



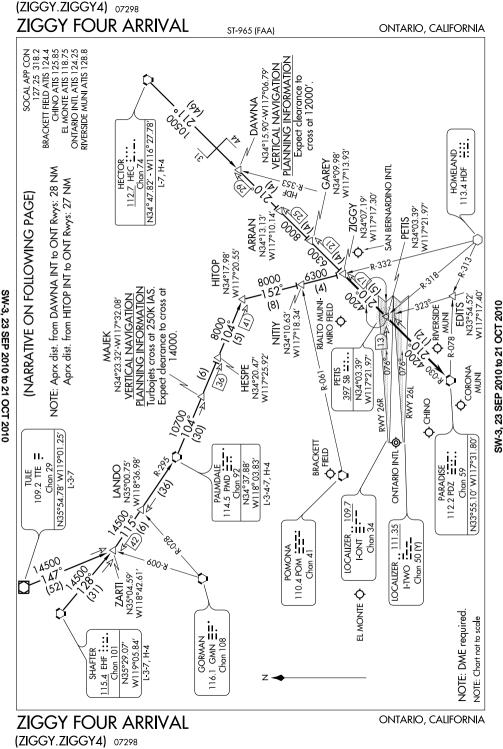


AL-5599 (FAA)

10154

SW-3, 23 SEP 2010 to 21 OCT 2010

CHINO, CALIFORNIA



ZIGGY FOUR ARRIVAL

### ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

# LANDING ONTARIO INTL:

- .... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- .... RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

## ALL OTHER AIRPORTS:

- . . . . From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

**CALIFORNIA** CHOWCHILLA (206) 1 SE UTC-8(-7DT)N37°06.80' W120°14.82'

S-12

W119°48.91' 289° 24.9 NM to fld. 360/15E.

CHUALAR N36°29.46′ W121°28.50′ NOTAM FILE SNS.

Unusable 360°-080° byd 10 NM, 135°-245° byd 10 NM.

(See CALIPATRIA)

TPA-1277(1000)

AIRPORT REMARKS: Attended 1600-0100Z‡. Parachute Jumping.

SANTA ROSA (L) VORW/DME 113.0 STS Chan 77 N38°30.49'

ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 32-CTAF.

W122°48.63' 316° 18.2 NM to fld. 117/16E.

S-12

312° 12.1 NM to Salinas Muni.

MIRL

ACTIVATE MIRL Rwv 12-30-CTAF. COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE FAT.

TPA-1242(1000) NOTAM FILE RIU

RWY 30: VASI(V2L)-GA 3.0° TCH 20', Railroad, Rgt tfc. AIRPORT REMARKS: Unattended. Apch to Rwy 12 +35' P-lines 1150' from thid on extended rwy centerline. VASI Rwy 30 OTS indef.

RWY 12-30: H3250X60 (ASPH)

RWY 12: Antenna.

NDB (MHW) 263 UAD

CLOVERDALE MUNI (06Ø)

RWY 14-32: H3147X60 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) DAKLAND CENTER APP/DEP CON 127.8 RADIO AIDS TO NAVIGATION: NOTAM FILE STS.

CLIFF HATFIELD MEM

277 FUEL 100LL

86

CLOVIS (H) VORTAC 112.9 CZO Chan 76 N36°53.06'

3 SE UTC-8(-7DT) N38°46.56' W122°59.54'

NOTAM FILE OAK Not insp.

Arec SAN FRANCISCO L-3C

Residentia

Area

SAN FRANCISCO

SAN FRANCISCO L-2G. 3A

SAN FRANCISCO

IAP

1-3B

RWY 32: PAPI(P2L)-GA 3.5° TCH 15'. Thid dspicd 501'. Brush. Rgt Œ €3 ß `C3 G G G

CLOVIS N36°53.06' W119°48.91' NOTAM FILE FAT.

C C

(H) VORTAC 112.9 CZQ Chan 76 COALINGA

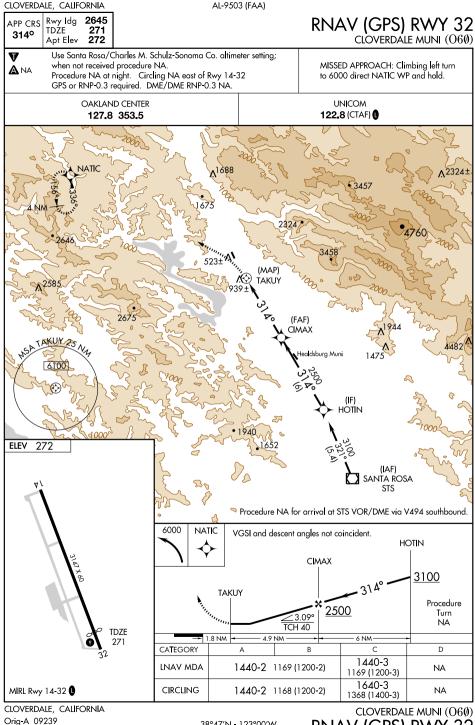
HARRIS RANCH (308) 470 FUEL 100LL NOTAM FILE RIU RWY 14-32: H2820X30 (ASPH) S-30

129° 8 NM to Fresno Yosemite Intl. 360/15E. H-3B, L-3C, 9A 9 NE UTC-8(-7DT) N36°14.89' W120°14.31' SAN FRANCISCO RWY 32: P-line.

RWY 14: Pole. Rgt tfc.

COMMUNICATIONS: CTAF 122 9

AIRPORT REMARKS: Attended 1400-0300Z‡. Fuel avbl 24 hours from service station 559-935-0717. Be alert electrical P-line 30' AGL two tenths mile S of arpt. No run-ups on apch end of Rwy 32. ACTIVATE LIRL Rwy 14-32 high intensity only-CTAF.



SW-2, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 32

FUEL 100LL TPA-1622(1000) NOTAM FILE RIU

NEW COALINGA MUNI (C8Ø) 3 E UTS-8(-7DT) N36°09.79'W120°17.63'

S-30

RWY 12: REIL, PAPI(P2L)-GA 3.0° TCH 40'.

RWY 12-30: H5000X100 (ASPH)

RWY 30: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Rgt tfc.

RWY 01-19: 2500X60 (ASPH-GRVL) S-12.5

RWY 19: Rgt tfc.

AIRPORT REMARKS: Attended irregularly. Rwy 01-19 avbl for daytime use only. Rwy 01-19 restricted by arpt management to acft under

6000 lbs single wheel. Rwy 01-19 surface oil treated. Rwy 01-19 is in poor condition, asphalt-gravel cracked in places with small

potholes, rocks and loose gravel, ACTIVATE MIRL Rwv 12-30. Perimeter Igts Rwy H1, PAPI Rwy 12 and Rwy 30, REIL Rwy 12 and Rwy 30 on dusk -0800Z± after 0800Z±—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (559) 935-5960. COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.

N35°40.35'W120°37.60' 013° 33.6 NM to fld. 817/16E. HIWAS

HELIPAD H1: H50X50 (ASPH)

HELIPORT REMARKS: Helipad H1 perimeter lgts.

PASO ROBLES (L) VORTACW 114.3 PRB

COLUMBIA (022)1 SW UTC-8(-7DT)N38°01.83′ W120°24.87′

Chan 90

2118 **S4** FUEL 100LL, JET A OX 2, 4 TPA—See Remarks

NOTAM FILE RIU

RWY 17-35: H4670X75 (ASPH) S-30 MIRL 1.0% up N

RWY 17: REIL. VASI(V2L)-GA 4.55° TCH 55'. Thid dspicd 597'. Ground. Rgt tfc.

RWY 35: REIL. VASI(V2L)-GA 4.0° TCH 41'. Thid dspicd 384'.

RWY 11-29: 2600X100 (TURF)

RWY 11: Trees. Rgt tfc. RWY 29: Trees. AIRPORT REMARKS: Attended 1600-0100Z±, CAUTION: Rwv 11

departures prohibited due to conflict with main rwy. Varying wind direction and velocity may be encountered at mid point of Rwy 17-35 due to terrain features and wind flow patterns. Rwy 29 not recommended for use during winter months Nov through Mar. Turf twy north side of Rwy 11-29 not recommended for use Nov-Mar.

All jet acft are requested to land Rwy 35 and depart Rwy 17 wind and weather permitting. Arpt has two rotating beacons, one on the arpt and one 6500' SE threshold Rwy 35. Calfire Air Tanker ops from arpt during summer fire season. Ldg fee for all commercial operators regardless of size and corporate acft over 12,500

pounds gross Idg weight. Avoid flights over Columbia State Park NE of arpt, and Highway 49 bridge 5 NM southwest of arpt and vicinity. Helicopter parking area 300' by 120' (3 positions). TPA Rwy 3110(1000). TPA Rwy 11-29 2918 (800). Rwy 35 VASI unusable byd 5° left and 5° right of rwy centerline. ACTIVATE MIRL Rwy 17-35 and REIL Rwy 17 and

Rwy 35-CTAF. VASI Rwy 17 and Rwy 35 opr continuously. WEATHER DATA SOURCES: AWOS-3 124.65 (209) 536-9384.

COMMUNICATIONS: CTAF/UNICOM 122.975

NORCAL APP/DEP CON 123.7 (North) 125.1 (West) OAKLAND CENTER APP/DEP CON 126.85 (East)

RADIO AIDS TONAVIGATION: NOTAM FILE RIU.

LINDEN (H) VORTAC 114.8 LIN Chan 95 N38°04.48′ W121°00.23′

50 X 50

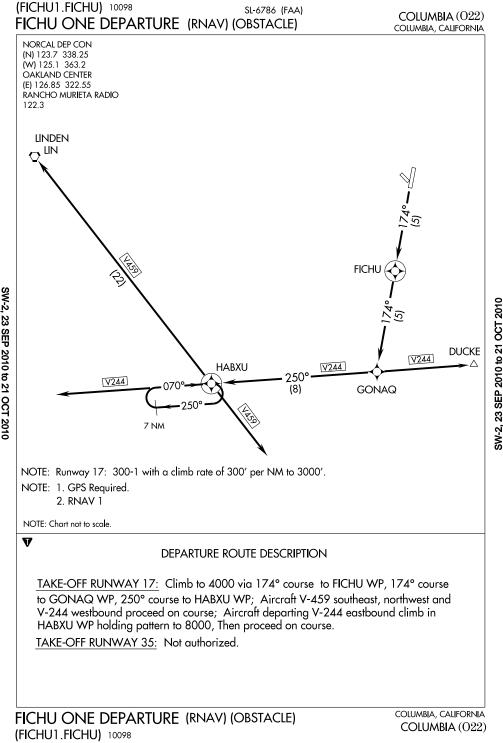
SAN FRANCISCO

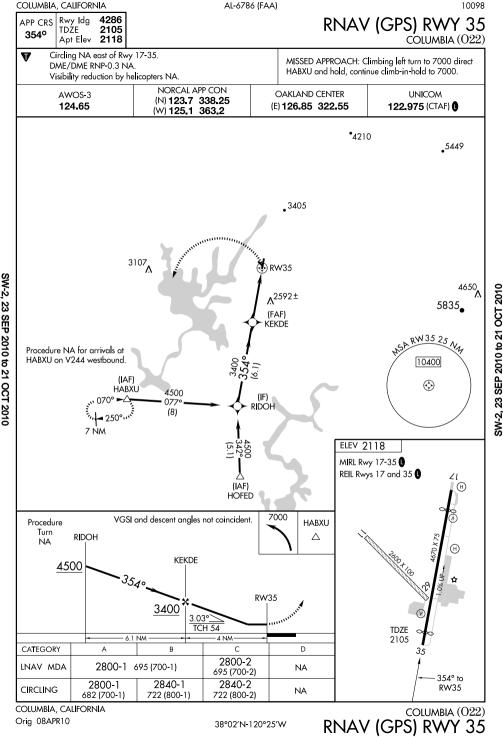
SAN FRANCISCO

H-4H, L-3C

L-3B IAP

Helipad H1: 100 X 100 Helipad H2: 78 X 78 **(3** ß €3 €3 €3 C3 **(3** 35 €3





**CALIFORNIA** 

B S4 **FIIFI** 10011 TPA-850(800) NOTAM FILE RIU RWY 13-31: H3035X60 (ASPH) S-10 MIRL RWY 31: Road, Rgt tfc.

AIRPORT REMARKS: Attended daigt hrs. For arct attendant other hrs call

530-458-2393, CAUTION-Bldg 120' above ground level, 1000' West, Birds on and invof of arpt, ACTIVATE MIRL Rwv 13-31 CTAF.

COMMUNICATIONS: CTAF/UNICOM 122 8 (R) DAKLAND CENTER APP/DEP CON 132.2 RADIO AIDS TO NAVIGATION: NOTAM FILE RILL

UTC-8(-7DT) N39°10.74′ W121°59.60′

WILLIAMS (L) VORTACW 114.4 II A

Chan 91 N39°04 27' W122°01.64' 356° 6.7 NM to fld. 50/18E. HIWAS.

Irrigation Canal

Residential

Residential

Area

3322 X 60

3322 X 60

Aren

SAN FRANCISCO

L-2G. 3A

ΙΔΡ

88

COLUSA CO

(0Ø8)

3 S

RWY 07L-25R: H3322X60 (ASPH-AFSC) S = 14.5RWY 07L: Thid dspicd 734'. Street, Rgt tfc. RWY 25R: Thid dspicd 680', Street. RWY 07R-25L: H3322X60 (ASPH-AFSC)

(CPM)

FUEL 80. 100LL

COMPTON/WOODLEY

Street.

B S4

RWY 07R: Thid dspicd 734'. Street, Rgt tfc.

2 SW

S-14.5 RWY 25L: REIL. PAPI(P2L)—GA 4.0° TCH 40'. Thid dspicd 680'.

UTC-8(-7DT)

TPA-997(900)

AIRPORT REMARKS: Attended continuously, Rwy 07L-25R CLOSED ngts indef, only VFR ops during day. No touch and go landings. Rwy 25L and Rwy 25R calm wind rwys. Reg all tfc remain south of arpt. Avoid overflight of schools. Skid equipped helicopters are not

N33°53.40′ W118°14.62′

NOTAM FILE HHR

#### permitted to touchdown on rwys. Helicopter ops rstd to the rwys and south aprons, ACTIVATE MIRL Rwv 07R-25L, PAPI, REIL, Rwv 25L and north and south parallel twys-CTAF. COMMUNICATIONS: CTAF/UNICOM 123.05 RADIO AIDS TO NAVIGATION: NOTAM FILE LAX. LOS ANGELES (H) VORTACW 113.6 LAX Chan 83 N33°55.99' W118°25.92' 090° 9.8 NM to fld. 182/15E. N33°53.34′ W118°14.84′ NDB (MHW) 378 CPM at fld NOTAM FILE HHR. VFR only. NDB unmonitored.

SAN FRANCISCO

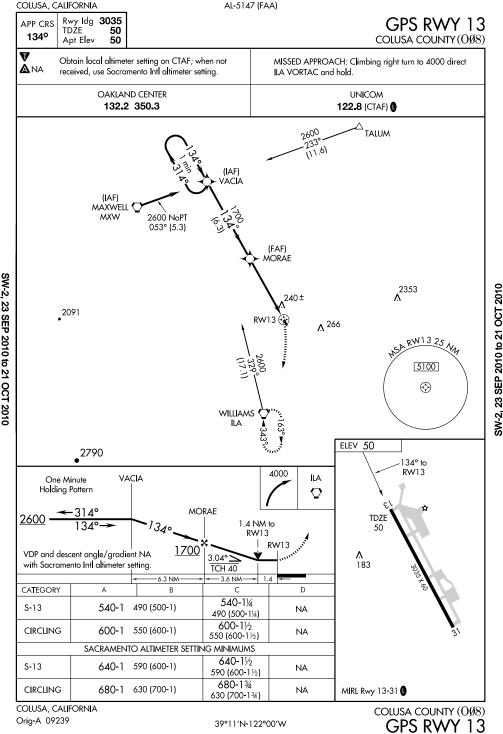
INS ANGELES

L-3E, 4G, A

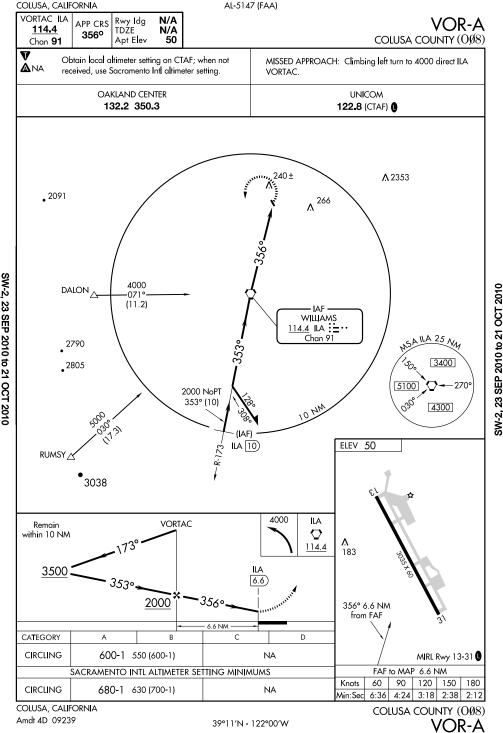
COPTER

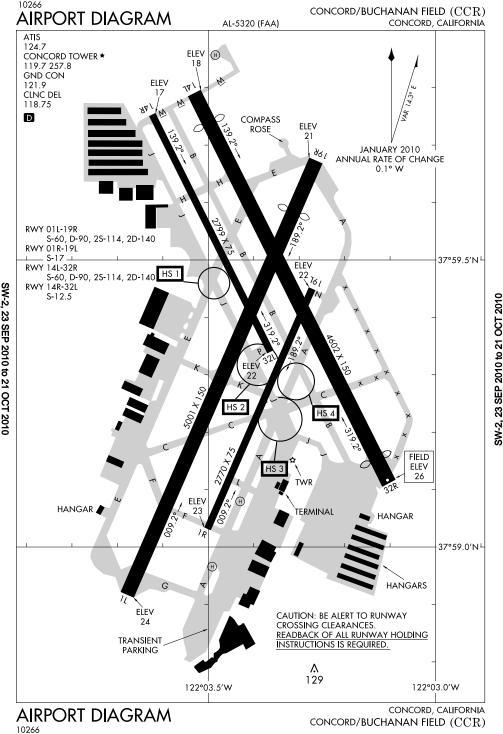
CONCORD N38°02.70' W122°02.71' NOTAM FILE CCR. (T) VORW/DME 117.0 CCR Chan 117 173° 3.4 NM to Buchanan Fld. 5/17E.

L-2F. 3A. A VOR and DMF unusable 090°-115° byd 10 NM blo 3 500′



SW-2, 23 SEP 2010 to 21 OCT 2010





HIRL

#### CUNCURD

**BUCHANAN FLD** (CCR) 1 W UTC-8(-7DT) N37°59.38' W122°03.41' В S4 FUEL 100LL, JET A1 + 0X 1, 2 TPA—See Remarks Class IV. ARFF Index A

SAN FRANCISCO H-3B, L-2F, 3A, A

IAP AD

NOTAM FILE CCR RWY 01L-19R: H5001X150 (ASPH-CONC-PFC) S-60, D-90, 2S-114, 2D-140

RWY 01L: REIL, VASI(V2L)—GA 4.0° TCH 67', Tree.

RWY 19R: MALS, VASI(V2L)—GA 4.0° TCH 28', Thid dspicd 601'.

Pole, Rgt tfc.

RWY 14L-32R: H4602X150 (ASPH-CONC-PFC) S-60, D-90.

2S-114, 2D-140 MIRL

RWY 14L: Thid dspicd 300'. Road.

RWY 32R: REIL, VASI(V4R)—GA 4.0° TCH 37', Thid dspicd 350'.

RWY 14R-32L: H2799X75 (ASPH) S = 12.5RWY 14R: Road, Rgt tfc. RWY 32L: Lgt.

Tree, Rgt tfc.

RWY 01R-19L: H2770X75 (ASPH) S-17 RWY 01R: Tree. Rgt tfc. RWY 19L: Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01L: TORA-4710 TODA-5010 ASDA-4410

RWY 14L: TORA-4601 TODA-4601 LDA-3701 ASDA-4001 RWY 19R: TORA-5010 TODA-5010 ASDA-5010 LDA-4410 RWY 32R: TORA-4601 TODA-5081 ASDA-4481 LDA-4131

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. heaviest concentration Nov-Mar and after rain storms. When twr

clsd Rwy 14L-32R, Rwy 14R-32L and Rwy 01R-19L CLOSED. Rwy 19R standard left tfc when twr closed. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 925-646-5722. +8' fence 110' byd Rwy 01L TODA distance of 5010' and +7' fence 210' byd Rwy 14L TODA distance of 4601'

LDA-4410

along the extended rwy centerline. No training ops Mon-Fri 0600-1500Z‡, Sat, Sun and holidays 0600-1600Z‡. Noise sensitive area practice noise abatement (fly quiet) procedures. Arpt has noise abatement procedures ctc arpt manager prior to arrival 925-646-5722. TPA light acft-1026(1000), 1526(1500) acft

12,500 pounds and over and jets. Landing fee for commercial ops and tie down fee for overnight parking. REIL Rwy 01L off when tower clsd. ACTIVATE MALS Rwy 19R 0600-1400Z‡-119.7. VASI Rwy 01L, Rwy 19R and Rwy 32R opr continuously.

GND CON 121.9

UNICOM 122.95

**CLNC DEL** 118.75

WEATHER DATA SOURCES: ASOS (925) 689-2077. LAWRS. COMMUNICATIONS: CTAF 119 7 ATIS 124.7 (925) 685-4567

TRAVIS APP/DEP CON 119.9

CONCORD TOWER 119.7 123.9 (1500-0600Z‡)

AIRSPACE: CLASS D svc 1500-0600Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CCR.

CONCORD (T) VORW/DME 117.0 CCR

KANAN NDB (LOM) 335 CC N38°02.79′ W122°02.01′ 181° 3.6 NM to fld. LDA 108.5 LOM KANAN NDB. Unmonitored when twr clsd.

I-CCR Rwy 19R.

2 W UTC-8(-7DT) N36°06.16' W119°35.68' FUEL 100LL, JET A TPA-1197(1000)

RWY 13-31: H3800X50 (ASPH) S-8 LIRL

RWY 13: Thid dspicd 620'. Road.

RWY 31: Thid dsplcd 525'. Sign.

(CRO)

CORCORAN

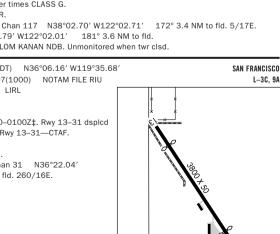
AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z‡, Rwy 13-31 dsplcd

thid markings yellow. ACTIVATE LIRL Rwy 13-31-CTAF. COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE VIS.

VISALIA (T) VOR/DME 109.4 VIS Chan 31

W119°28.93' 183° 16.8 NM to fld. 260/16E.



(BCHN9.CCR) 10266 CONCORD/BUCHANAN FIELD (CCR)**BUCHANAN NINE DEPARTURE** SL-5320 (FAA) CONCORD, CALIFORNIA **GND CON** 121.9 CONCORD TOWER★ 119.7 (CTAF) 257.8 SACRAMENTO TRAVIS DEP CON <u>115.2</u> SAC ∺. 119.9 322.325 Chan 99 SCAGGS ISLAND 112.1 SGD =::•• REJOY N38°09.99' N38°10.76′-W122°22.39′ W121°46.25' L-2-3 L-2-3 CONCORD 117.0 CCR =:=: CROIT Chan 117 N38°03.37' N38°02.70′-W122°02.71 W122°11.66′ L-2-3 (18) 113.7 PYE V108 3000 259° 3000 R-075 Chan 84 SW-2, 23 SEP 2010 to 21 OCT 2010 **SEVUH** 071 (7) 3100 229 V108 N38°03.05' (7)W121°51.70′ R-035 (8) **PITTS** N38°02.99' MANTECA R-045 SABLO W121°53.48' 116.0 ECA 🛨 🗕 N37°59.45' L-2-3 Chan 107 W122°12.01′ 3800 southbound. L-2-3 SAUSALITO 116.2 SAU ::-Chan 109 R-347 OAKLAND 116.8 OAK • . . . Chan 115 TAKE-OFF MINIMUMS Rwys 1L, 14L, 19R, 32R: Standard with the following minimum climb requirements: Rwy 1L: Obstacle climb of 360' per NM to 1100 (3800 for PITTS Transition). ATC climb of 360' per NM to 3000. Rwy 14L: Obstacle climb of 420' per NM to 2700 (3800 for PITTS Transition). ATC climb of 420' per NM to 3000. Rwy 19R: Obstacle climb of 490' per NM to 4000. Rwy 32R: Obstacle climb of 360' per NM to 500 (3800 for PITTS Transition). ATC climb of 320' per NM to 3000. Rwys 1R, 14R, 19L, 32L: NA-air traffic. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale. CONCORD, CALIFORNIA

## **BUCHANAN NINE DEPARTURE** (BCHN9.CCR) 10266

SW-2, 23 SEP 2010 to 21 OCT 2010

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1L: Climb direct CCR VOR/DME. Thence .... TAKE-OFF RUNWAY 14L: Climbing left turn direct CCR VOR/DME. Thence ....

TAKE-OFF RUNWAY 19R: Climbing left turn direct CCR VOR/DME. Thence .... TAKE-OFF RUNWAY 32R: Climbing right turn direct CCR VOR/DME. Thence ....

....via (transition) or (assigned route).

CROIT TRANSITION (BCHN9.CROIT): From over CCR VOR/DME via CCR R-259 to CROIT INT.

PITTS TRANSITION (BCHN9.PITTS): From over CCR VOR/DME via CCR R-071 to PITTS INT.

REJOY TRANSITION (BCHN9.REJOY): From over CCR VOR/DME via CCR R-071 and SAC R-195 to REJOY INT.

SABLO TRANSITION (BCHN9.SABLO): From over CCR VOR/DME via CCR R-229 to SABLO INT.

SCAGGS ISLAND TRANSITION (BCHN9.SGD): From over CCR VOR/DME via

CCR R-281 to SGD VORTAC.

## TAKE-OFF OBSTACLE NOTES

Multiple trees and bushes beginning 675' from DER, 9' left of centerline, up to 48' AGL/98' MSL. Multiple poles, light poles and antennas on buildings beginning 639' from DER, 120' left of centerline, up to 50' AGL/72' MSL.

Fence 117' from DER, 2' right of centerline, 12' AGL/29' MSL. Sign 1996' from DER, 812' left of centerline, 45' AGL/78' MSL. Flaapole 1520' from DER, 753' left of centerline, 40' AGL/71' MSL.

Rwy 14L: Multiple trees beginning 841' from DER, 61' left of centerline, up to 78' AGL/102' MSL. Building 1071' from DER, 35' left of centerline, 30' AGL/58' MSL. Fence 225' from DER, 29' left of centerline, 12' AGL/33' MSL.

Rwy 19R: Multiple trees beginning 604' from DER, 82' left of centerline, up to 70' AGL/108' MSL. Light pole 1392' from DER, 749' right of centerline, 51' AGL/71' MSL.

OL on building 2451' from DER, 911' left of centerline, 73' AGL/97' MSL. Fence 123' from DER, 503' left of centerline, 6' AGL/30' MSL

Rwy 32R: Train 1 NM from DER, 1948' left of centerline, 23' AGL/102' MSL. OL on hopper 2110' from DER, 601' right of centerline, 79' AGL/99' MSL. OL on tank 1.1 NM from DER, 1426' right of centerline, 193' AGL/213' MSL.

Flagpole 655' from DER, 300' right of centerline, 35' AGL/43' MSL. Sign 697' from DER, 248' right of centerline, 25' AGL/41' MSL. Road/vehicle 561' from DER, on centerline, 15' AGL/49' MSL.

Building 633' from DER, 246' left of centerline, 20' AGL/35' MSL. Tree 825' from DER, 635' left of centerline, 25' AGL/40' MSL.

TRMSN tower 6015' from DER, 1839' left of centerline, 145' AGL/173' MSL.

#### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

increased risk has been reduced or el		
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	Rwy 32L apch, Twy A.
HAYWARD, CA		,,,
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
` ,	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA		
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
, ,	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA		,
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA		
METROPOLITAN OAKLAND		
INTL (OAK)	HS 1	Rwy 27R, Twy A and Twy B.
	HS 2	Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex
		int.
SACRAMENTO, CA		
SACRAMENTO INTL (SMF)	HS 1	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		
NORMAN Y. MINETA SAN		
JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

23 SEP 2010 to 21 OCT 2010

<sup>\*</sup>See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

(KANA2.KANA) 10266 CONCORD/ BUCHANAN FIELD (CCR) KANAN TWO DEPARTURE SL-5320 (FAA) CONCORD, CALIFORNIA **GND CON SACRAMENTO** 121.9 115.2 SAC 🚟 CONCORD TOWER \* Chan 99 119.7 (CTAF) 257.8 N38°26.62′-W121°33.10′ TRAVIS DEP CON L-2-3, H-3 119.9 322.325 SIDMY LINDEN N38°07.36' 114.8 LIN 🛂 LOM -W121°48.32 Chan 95 KANAN N38°04.47′-W121°00.23′ 335 CC =:=: **CROIT** L-2-3, H-3 N38°03.37' N38°02.78' W122°11.66' W122°02.01′ 2000 L-2-3 V108 4000 113.7 PYE 071 R-251 3700 Chan 84 \*3100 (32)R-075 071 257° R-071 (17)(8)CCR OAKEY CONCORD N38°03.40′ <u>117.0</u> CCR 📜: W121°40.31′ \_\_\_\_\_ Chan 117 <u>116.2</u> SAU الم Chan 109 MANTECA 116.0 ECA :---R-045 Chan 107 SABLO N37°50.02′-W121°10.28′ N37°59.45' L-2-3, H-3 W122°12.01′ L-2-3 TAKE-OFF MINIMUMS Rwys 1L/1R, 14L/14R, 19L/19R, 32L/32R, standard with the OAKLAND following minimum climb gradients: 116.8 OAK • ... Rwys 1L/1R: Obstacle climb of 354' per NM to 1200 Chan 115 Rwy 14L: Obstacle climb of 400' per NM to 2200. Rwy 14R: Obstacle climb of 380' per NM to 2200. Rwys 19L/19R: Obstacle climb of 470' per NM to 3700. Rwys 32L/32R: Obstacle climb of 360' per NM to 1200. TAKE-OFF OBSTACLE NOTES Rwy 1L: Fence 117' from DER, on centerline, 12' AGL/29' MSL. Antenna on building 639' from DER, 382' right of centerline, 30'AGL/48' MSL. Multiple trees and bushes beginning 675' from DER, 97' left of centerline, up to 60' AGL/83' MSL. Light pole 1362' from DER, 390' right of centerline, 40' AGL/65' MSL Camera 2962' from DER, 48' right of centerline, 75' AGL/96' MSL. Multiple trees and bushes beginning 1261' from DER, 100' right of centerline, up to 60' AGL/78' MSL. Flagpole 1520' from DER, 753' left of centerline, 40' AGL/71' MSL. Sign 1996' from DER, 812' left of centerline, 45' AGL/78' MSL. Pole 1907' from DER, 120' left of centerline, 50' AGL/72' MSL. Rwy 1R: Tree 1927' from DER, 483' right of centerline, 65' AGL/131' MSL. Tree 1948' from DER, 222' right of centerline, 65' AGL/104' MSL.

Pole 1552' from DER, 98' right of centerline, 25' AGL/67' MSL.

Pole 1865' from DER, 358' right of centerline, 45' AGL/96' MSL. (NOTES CONTINUED ON THE FOLLOWING PAGE)

NOTE: ADF Required NOTE: Chart not to scale. SW-2, 23 SEP 2010 to 21 OCT 2010

(NARRATIVE ON FOLLOWING PAGE)

CONCORD, CALIFORNIA

V

# KANAN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Climb direct CC LOM. Thence....

TAKE-OFF RUNWAYS 14L/R: Climbing left turn direct CC LOM. Thence....

TAKE-OFF RUNWAYS 19L/R: Climbing left turn direct CC LOM. Thence....

TAKE-OFF RUNWAYS 32L/R: Climbing right turn direct CC LOM. Thence.... ....via (transition) or (assigned route).

CROIT TRANSITION (KANA2.CROIT): From over CC LOM via CC 257° bearing to CROIT INT.

LINDEN TRANSITION (KANA2.LIN): From over CC LOM via CC 071° bearing and LIN R-251 to LIN VORTAC.

MANTECA TRANSITION (KANA2.ECA): From over CC LOM via CC 071° bearing and ECA R-283 to ECA VORTAC.

SABLO TRANSITION (KANA2.SABLO): From over CC LOM via CC 230° bearing to SABLO INT.

SACRAMENTO TRANSITION (KANA2.SAC): From over CC LOM via CC 050° bearing and SAC R-195 to SAC VORTAC.

TAKE-OFF OBSTACLE NOTES (CONT)

Rwy 14L: Tree 1637' from DER, 328' right of centerline, 50' AGL/82' MSL. Tree 1496' from DER, 474' right of centerline, 55' AGL/84' MSL.

Pole 1367' from DER, 275' right of centerline, 40' AGL/71' MSL. Tree 1332' from DER, 61' left of centerline, 65' AGL/81' MSL.

Building 1071' from DER, 35' left of centerline, 30' AGL/58' MSL. Building 5548' from DER, 1870' left of centerline, 110' AGL/176' MSL Obst light on building 5414' from DER, 100' left of centerline, 120' AGL/177' MSL.

Tree 942' from DER, 388' left of centerline, 50' AGL/102' MSL.

Tree 841' from DER, 177' left of centerline, 65' AGL/77' MSL.

Fence 225' from DER, 29' left of centerline, 12' AGL/33' MSL.

Rwy 14R: Obst light on airport beacon 1140' from DER, 315' right of centerline, 70' AGL/98' MSL. Antenna 3254' from DER, 1096' right of centerline, 110' AGL/136' MSL

Obst light on windsock 412' from DER, 451' right of centerline, 35' AGL/51' MSL.

Light 1281' from DER, 167' right of centerline, 45' AGL/69' MSL. Tree 2745' from DER, 887' left of centerline, 65' AGL/102' MSL

Building 3240' from DER, 1088' right of centerline, 55' AGL/129' MSL. Rwy 19L: Tree 2257' from DER, 28' left of centerline, 70' AGL/97' MSL

Tree 2132' from DER, 377' left of centerline, 70' AGL/90' MSL

Tree 3112' from DER, 946' right of centerline, 70' AGL/106' MSL.

Tree 2544' from DER, 384' right of centerline, 60' AGL/87' MSL.

Rwy 19R: Fence 123' from DER, 503' left of centerline, 12' AGL/30' MSL.

Multiple trees beginning 604' from DER, 489' right of centerline, up to 70' AGL/106' MSL.

Light pole 1392' from DER, 749' right of centerline, 35' AGL/71' MSL. Obst light 2451' from DER, 911' left of centerline, 77' AGL/97' MSL.

Multiple trees beginning 1276' from DER, 527' left of centerline, up to 70' AGL/108' MSL

Rwy 32L: Multiple lighted stacks/towers beginning 6617' from DER, 1926' right of centerline, up to 250' AGL/378' MSL.

Hangar 259' from DER, 300' left of centerline, 25' AGL/37' MSL

Transmission tower 6015' from DER, 1338' left of centerline, 145' AGL/173' MSL.

Road /vehicle 561' from DER, 504' right of centerline, 15' AGL/49' MSL. Building 633' from DER, 254' right of centerline, 15' AGL/35' MSL.

Tree 825' from DER, 136' left of centerline, 25' AGL/40' MSL.

Rwy 32R: Multiple lighted stacks and buildings beginning 6617' from DER, 1426' right of centerline, up to 355' AGL/378' MSL. Flagpole 665' from DER, 300' right of centerline, 35' AGL/43' MSL.

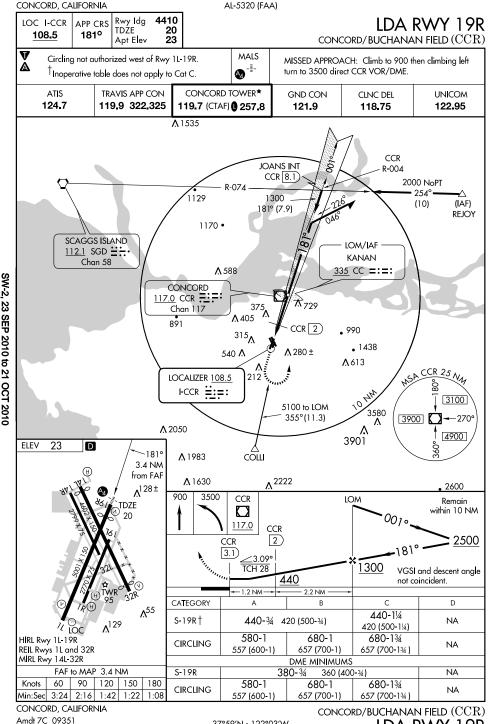
Building 633' from DER, 246' left of centerline, 20' AGL/35' MSL.

Tree 825' from DER, 635' left of centerline, 25' AGL/40' MSL.

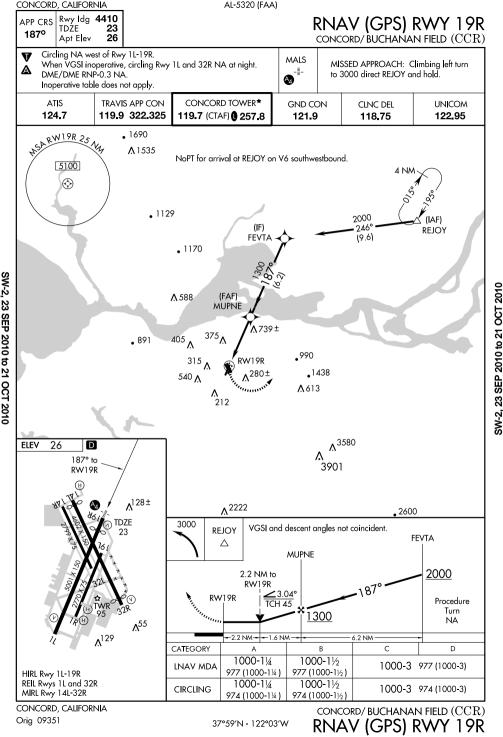
Transmission tower 6015' from DER, 1839' left of centerline, 145' AGL/173' MSL. Obst light on hopper 2110' from DER, 601' right of centerline, 79' AGL/99' MSL.

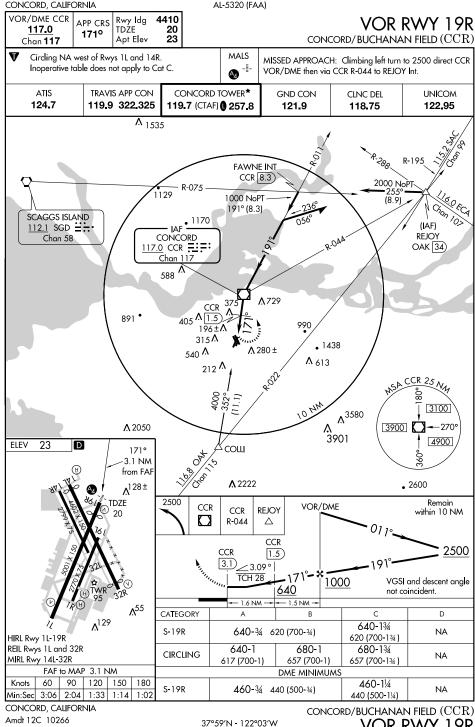
Sign 697' from DER, 248' right of centerline, 25' AGL/41' MSL.

Road/vehicle 561' from DER, on centerline, 15' AGL/49' MSL



LDA RWY 19R





SW-2,

23 SEP 2010 to 21 OCT 2010

VOR RWY 19R

**CALIFORNIA** 

NOTAM FILE RIU 292 B S4 TPA-1292(1000) RWY 16-34: H2702X50 (ASPH) S-12 MIRI RWY 34: Poles. Rgt tfc.

1 NE UTC-8(-7DT)

MIRL Rwy 16-34-CTAF. COMMUNICATIONS: CTAF/UNICOM 123.0

(Ø04)

CORNING MUNI

90

CORONA MUNI (AJO) 3 NW UTC-8(-7DT) **S4** 

FUEL 100LL, JET A TPA-1533(1000) NOTAM FILE AJO RWY 07-25: H3200X60 (ASPH) S-12 MIRL

RWY 07: Thid dspicd 194'. Trees. Rgt tfc. RWY 25: REIL, VASI(V4L)-GA 4.0° TCH 31', Thid dspicd 196'.

Fence. AIRPORT REMARKS: Attended Mon-Sat 1500-0100Z‡. Crane 150' AGL 1 mile south of Rwv 07. Unlgtd twr 828' MSL 3 miles E of arpt. Noise abatement procedures Rwy 25 straight-in apch not

recommended. Avoid flying over houses on bluff at east end. No turns onto crosswind leg until acft is within 300' of recommended

TPA. No intersection takeoffs. No touch and go ops on weekends and holidays. Fly over wash/creek. Rwy 07 requires a 15° right turn at departure end to follow wash/creek. ACTIVATE MIRL Rwy 07-25, VASI and REIL Rwy 25-CTAF. WEATHER DATA SOURCES: ASOS 132.175 (951) 340-4764.

COMMUNICATIONS: CTAF/UNICOM 122.7 (R) SOCAL APP/DEP CON 135.4 RADIO AIDS TO NAVIGATION: NOTAM FILE RAL. PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10'

W117°31.80' 236° 3.8 NM to fld. 1432/15E.

N34°17.80′ W116°09.44′

(HA) TACAN Chan 63 NXP (133.6) at Twentynine Palms SELF. 2043/14E. TACAN azimuth and DME unusable:

020°-070° byd 16 NM blo 7,500′

130°-170° bvd 16 NM blo 15.000'

NOTAM FILE RAL.

NOTAM FILE OAK

N39°03.19'

N39°56.62' W122°10.27'

N33°53.86' W117°36.15'

AIRPORT REMARKS: Attended 1600-0100Z‡. Medical/firefighting/agricultural helicopters in vicinity of arpt. Ultralight activity on and in vicinity of arpt. Arpt rstd to acft less than 12.500 lbs maximum tkf weight or less. ACTIVATE

0.6% up E

290°-090° byd 21 NM blo 15,000′

H-41, L-41, 7D

SAN FRANCISCO

SAN FRANCISCO

LOS ANGELES

COPTER L-3E, 4H, A

IAP

# COVELO ROUND VALLEY

COYOTE

FUEL 100LL TPA-2234(800) RWY 10-28: H3670X55 (ASPH) S-30 RWY 10: Thid dsplcd 210'. Hill.

N39°47.43′ W123°15.98′ SAN FRANCISCO L-2H

RWY 28: Thid dspicd 270'. Trees. Rgt tfc. AIRPORT REMARKS: Unattended Arpt bon OTS indef. For MIRL Rwy 10-28 key 122.8 5 times.

1 SW UTC-8(-7DT)

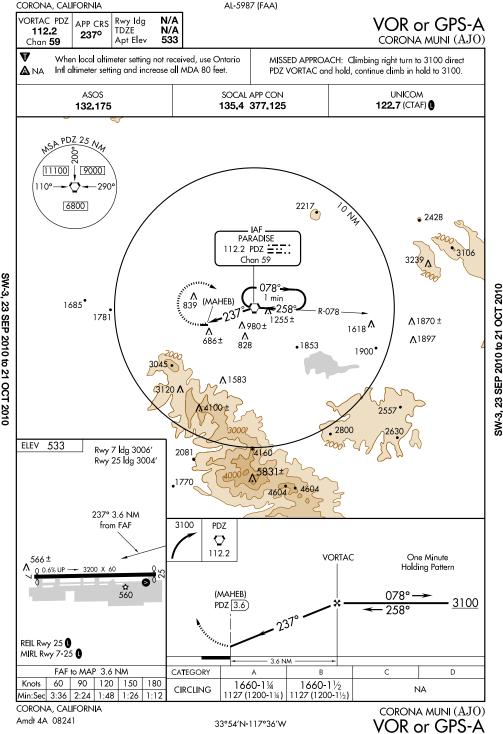
COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE UKI. MENDOCINO (H) VORTACW 112.3 ENI Chan 70

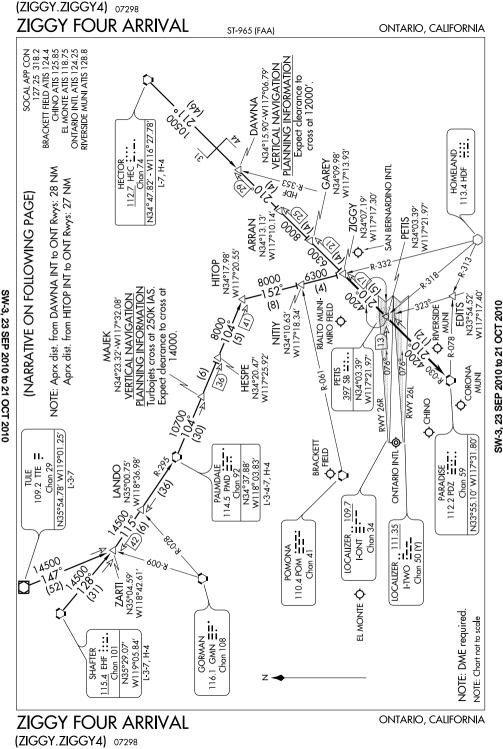
(OØ9)

R

W123°16.45' 344° 44.2 NM to fld. 2980/16E.

# (SETER.SETER2)





ZIGGY FOUR ARRIVAL

### ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

## LANDING ONTARIO INTL:

- .... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- .... RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

### ALL OTHER AIRPORTS:

- .... From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

CALIFORNIA

FUEL 100LL, JET A TPA—1061(1000) Class III, ARFF Index A.

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KLAMATH FALLS

H-3A, L-21

H-3B, L-21

IAP

NOTAM FILE CEC

CRESCENT CITY JACK McNAMARA FLD (CEC) 3 NW UTC-8(-7DT) N41°46.81′ W124°14.19′

RWY 17-35: H5002X150 (ASPH)

RWY 11-29: H5002X150 (ASPH)

RWY 11. MALSR

RWY 29: REIL. VASI(V4L)-GA 3.5° TCH 52'. Trees. S-30, D-43 MIRL RWY 17: REIL. Ground.

RWY 35: REIL, VASI(V4L)-GA 3.0° TCH 48', Road.

AIRPORT REMARKS: Attended 1600-0200Z±. Other hours fixed-base operator rgr call out fee. Birds and deer on and in vicinity of arpt.

A 150' lgtd twr 3300' west of Crescent City VORTAC, Occasional standing water on Rwv 17-35 and Rwv 29 runup area, Ridge lines

of shifting sand dunes 30-50' AGL and 1000' off apch end Rwy

17. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 707-464-7228 or 707-465-3804. Transient parking ramp estimated weight limit

20,000 lbs. FB0 ramp estimated weight limit 60,000 lbs. ACTIVATE HIRL Rwy 11-29, MIRL Rwy 17-35 MALSR Rwy 11 and REIL Rwy 17, Rwy 35 and Rwy 29-CTAF.

WEATHER DATA SOURCES: ASOS 119.925 (707) 465-5458. COMMUNICATIONS: CTAF 122.8 UNICOM 122.8 (1600-0100Z‡)

CRESCENT CITY RCO 122.3 (OAKLAND RADIO) SEATTLE CENTER APP/DEP CON 124 85

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE CEC. CRESCENT CITY (L) VORTACW 109.0 CEC

Chan 27 N41°46.77′ W124°14.45′ ILS 108.7 I-CEC Class IA. LOC unusable within 0.3 NM from thld. Rwy 11.

CRESCENT CITY N41°46.77' W124°14.45' NOTAM FILE CEC

(L) VORTACW 109.0 CEC Chan 27 at Jack McNamara Fld. 54/19E.

N34°57.75'

DAGGETT

BARSTOW-DAGGETT (DAG) 4 E UTC-8(-7DT) N34°51.22′ W116°47.20′

1930 B FUEL 100LL, JET A TPA-2930(1000) NOTAM FILE DAG

RWY 08-26: H6402X150 (ASPH) S-30, D-170, 2S-175, 2D-320 RWY 04-22: H5123X100 (ASPH) S-30, D-105, 2S-133, 2D-190

MIRL 0.3% up SW RWY 04: P-line. RWY 22: VASI(V4R)-GA 3.0° TCH 40'. AIRPORT REMARKS: Attended 1430-0100Z±, PAEW invof Army ramp. Extensive military helicopter tfc invof arpt, E-W twy parallel to Rwy 08-26 weight bearing capacity limited to single wheel acft 12,000

22 ops continuously. WEATHER DATA SOURCES: ASOS 132.175 (760) 254-3630. HIWAS 113.2

COMMUNICATIONS: CTAF/UNICOM 123 O DAGGETT RCO 122.2 (RIVERSIDE RADIO)

L.A. CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE DAG. DAGGETT (L) VORTACW 113.2

DAG Chan 79

lbs. ACTIVATE MIRL Rwy 08-26 and Rwy 04-22-CTAF. VASI Rwy

W116°34.69' 223° 12.2 NM to fld. 1760/15E. HIWAS.

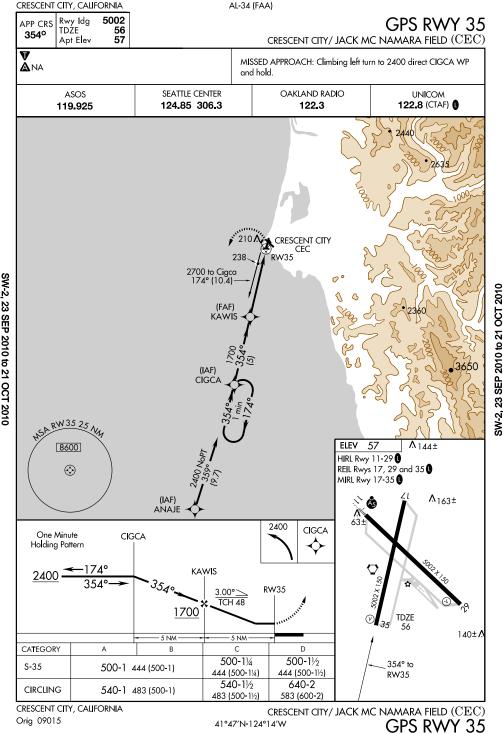
LOS ANGELES H-41. L-7C IAP. AD MIRL 0.3% up W 6402 X 150

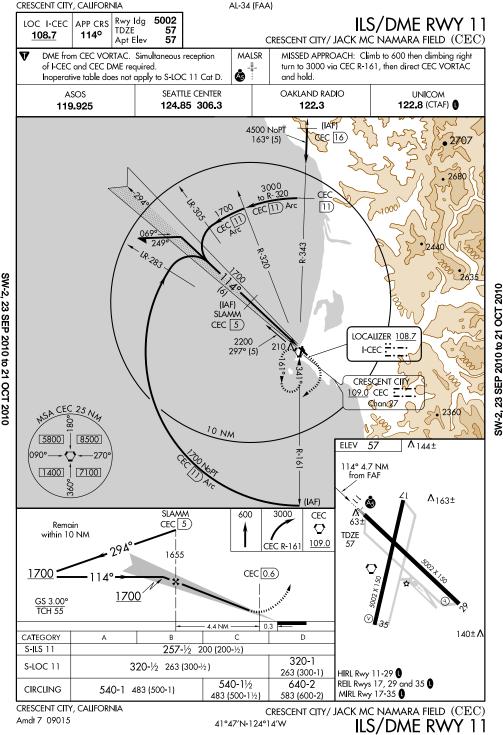
at fld. 54/19E.

DAGGETT N34°57.75′ W116°34.69′ NOTAM FILE DAG.

LOS ANGELES H-41, L-7D

(L) VORTACW 113.2 DAG Chan 79 223° 12.2 NM to Barstow-Daggett. 1760/15E. RCO 122 2 (RIVERSIDE RADIO)





# RNAV (GPS) RWY 11

CRESCENT CITY/ JACK MC NAMARA FIELD (CEC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Brookings altimeter setting and increase all DA 98 feet and all MDA 100 feet. Increase LPV all Cats visibility 1/4 mile, LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D ¼ mile, and Circling Cat C and D ¼ mile. using Brookings altimeter setting, increase LPV all Cats visibility to 11/4 mile.

MALSR

MISSED APPROACH: Climb to 3000 direct WETTZ and via 175° track to CHIDE and hold,

SW-2, 23 SEP 2010 to 21 OCT 2010

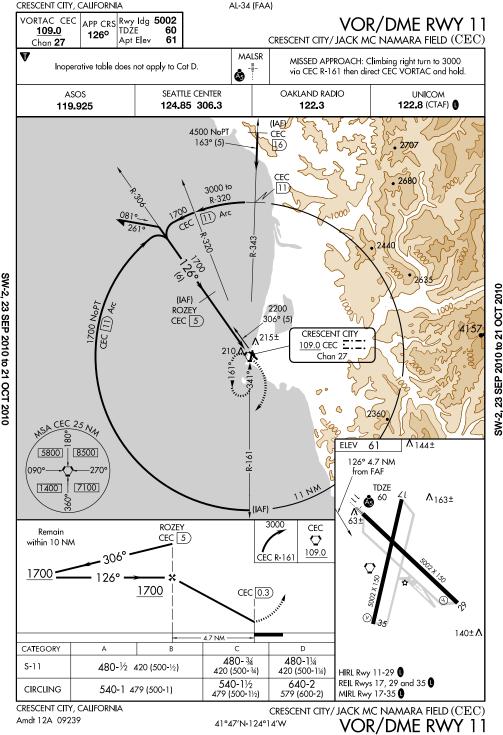
continue climb-in-hold to 3000. VDP and Baro-VNAV NA when using Brookings altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility to 11/4 mile. For inoperative MALSR when **ASOS** SEATTLE CENTER OAKLAND RADIO UNICOM 119.925 124.85 306.3 122.3 122,8 (CTAF) 1 KEVZU MSA RW11 25 NA (IAF) BELLU 4000 **680** 260 Hart (5.1) 8600 (IF/IAF) .20A° FURNS  $\bigcirc$ (FAF) (IAF) . EWADI TÀKÓE 2600 to FURNS 295° (11.3) 2360 WETTZ CRESCENT CITY CEC MISSED APCH FIX CHIDE ELEV 57 **∧**144± **ANAJE** 4 NM 3000 WFTT7 114° to CHIDE 175° RW11 Holding Pattern **FURNS** Δ track ∧<sub>163±</sub> ۵à **EWADI** \* LNAV only **/**% 63± \* 1.1 NM 1700 to RW11 **TDZE** 57 GS 3.00° TCH 55 1<u>700</u> 6.1 NM 3.8 NM CATEGORY LPV DA 307-1/2 250 (300-1/2) LNAV/ DΑ 556-11/4 499 (500-11/4) 140± A VNAV 460-1 460-3/4 LNAV MDA 460-1/2 403 (500-1/2) 403 (500-34) 403 (500-1) HIRL Rwy 11-29 REIL Rwys 17, 29 and 35 0 540-11/2 640-2 540-1 483 (500-1) CIRCLING MIRL Rwy 17-35 ( 483 (500-11/2) 583 (600-2)

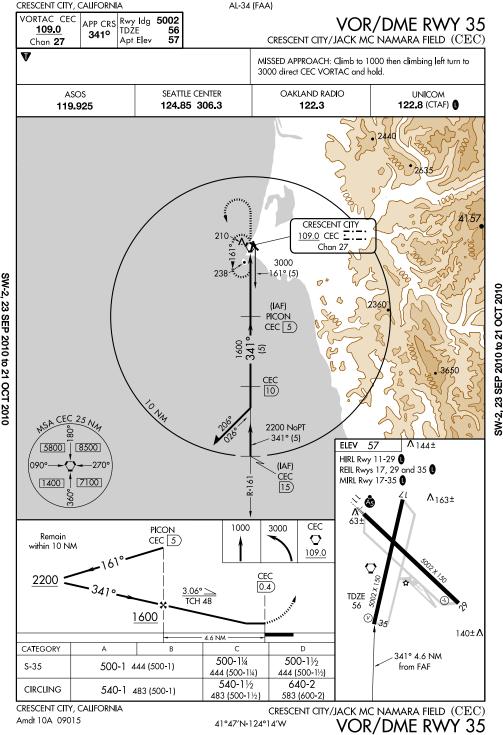
CRESCENT CITY, CALIFORNIA Orig 09071

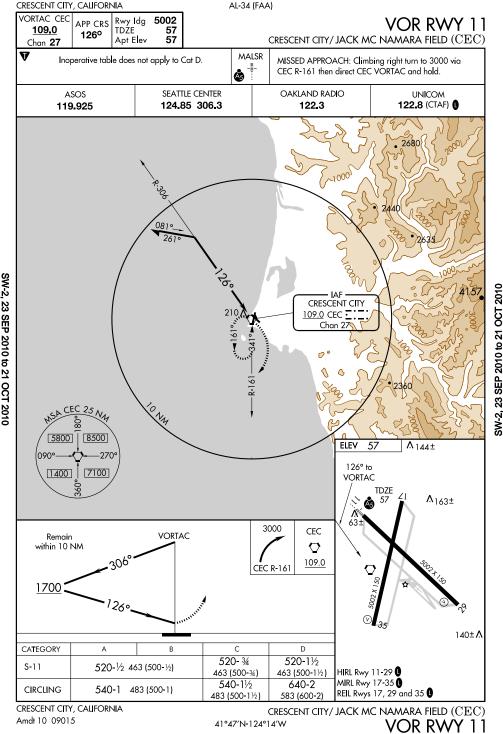
CRESCENT CITY/ JACK MC NAMARA FIELD (CEC)

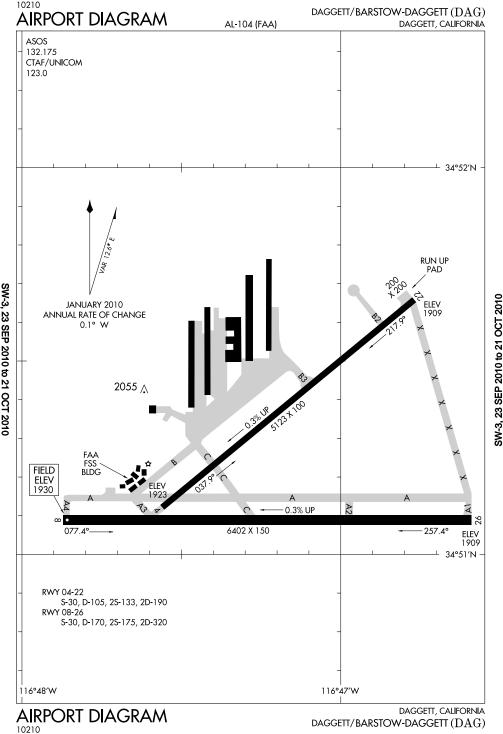
41°47′N-124°14′W

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CALIFORNIA

FUEL 100LL, JET A TPA—1061(1000) Class III, ARFF Index A.

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KLAMATH FALLS

H-3A, L-21

H-3B, L-21

IAP

NOTAM FILE CEC

CRESCENT CITY JACK McNAMARA FLD (CEC) 3 NW UTC-8(-7DT) N41°46.81′ W124°14.19′

RWY 17-35: H5002X150 (ASPH)

RWY 11-29: H5002X150 (ASPH)

RWY 11. MALSR

RWY 29: REIL. VASI(V4L)-GA 3.5° TCH 52'. Trees. S-30, D-43 MIRL RWY 17: REIL. Ground.

RWY 35: REIL, VASI(V4L)-GA 3.0° TCH 48', Road.

AIRPORT REMARKS: Attended 1600-0200Z±. Other hours fixed-base operator rgr call out fee. Birds and deer on and in vicinity of arpt.

A 150' lgtd twr 3300' west of Crescent City VORTAC, Occasional standing water on Rwv 17-35 and Rwv 29 runup area, Ridge lines

of shifting sand dunes 30-50' AGL and 1000' off apch end Rwy

17. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 707-464-7228 or 707-465-3804. Transient parking ramp estimated weight limit

20,000 lbs. FB0 ramp estimated weight limit 60,000 lbs. ACTIVATE HIRL Rwy 11-29, MIRL Rwy 17-35 MALSR Rwy 11 and REIL Rwy 17, Rwy 35 and Rwy 29-CTAF.

WEATHER DATA SOURCES: ASOS 119.925 (707) 465-5458. COMMUNICATIONS: CTAF 122.8 UNICOM 122.8 (1600-0100Z‡)

CRESCENT CITY RCO 122.3 (OAKLAND RADIO) SEATTLE CENTER APP/DEP CON 124 85

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE CEC. CRESCENT CITY (L) VORTACW 109.0 CEC

Chan 27 N41°46.77′ W124°14.45′ ILS 108.7 I-CEC Class IA. LOC unusable within 0.3 NM from thld. Rwy 11.

CRESCENT CITY N41°46.77' W124°14.45' NOTAM FILE CEC

(L) VORTACW 109.0 CEC Chan 27 at Jack McNamara Fld. 54/19E.

N34°57.75'

DAGGETT

BARSTOW-DAGGETT (DAG) 4 E UTC-8(-7DT) N34°51.22′ W116°47.20′

1930 B FUEL 100LL, JET A TPA-2930(1000) NOTAM FILE DAG

RWY 08-26: H6402X150 (ASPH) S-30, D-170, 2S-175, 2D-320 RWY 04-22: H5123X100 (ASPH) S-30, D-105, 2S-133, 2D-190

MIRL 0.3% up SW RWY 04: P-line. RWY 22: VASI(V4R)-GA 3.0° TCH 40'. AIRPORT REMARKS: Attended 1430-0100Z±, PAEW invof Army ramp. Extensive military helicopter tfc invof arpt, E-W twy parallel to Rwy 08-26 weight bearing capacity limited to single wheel acft 12,000

22 ops continuously. WEATHER DATA SOURCES: ASOS 132.175 (760) 254-3630. HIWAS 113.2

COMMUNICATIONS: CTAF/UNICOM 123 O DAGGETT RCO 122.2 (RIVERSIDE RADIO)

L.A. CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE DAG. DAGGETT (L) VORTACW 113.2

DAG Chan 79

lbs. ACTIVATE MIRL Rwy 08-26 and Rwy 04-22-CTAF. VASI Rwy

W116°34.69' 223° 12.2 NM to fld. 1760/15E. HIWAS.

LOS ANGELES H-41. L-7C IAP. AD MIRL 0.3% up W 6402 X 150

at fld. 54/19E.

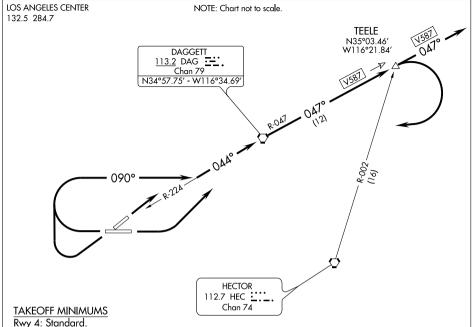
DAGGETT N34°57.75′ W116°34.69′ NOTAM FILE DAG.

LOS ANGELES H-41, L-7D

(L) VORTACW 113.2 DAG Chan 79 223° 12.2 NM to Barstow-Daggett. 1760/15E. RCO 122 2 (RIVERSIDE RADIO)

# DAGGETT ONE DEPARTURE (OBSTACLE)

DAGGETT / BARSTOW-DAGGETT (DAG) DAGGETT, CALIFORNIA



TAKE-OFF OBSTACLE NOTES

Rwy 8: Standard.

SW-3, 23 SEP 2010 to 21 OCT 2010

Rwy 4: Bush 44' from DER, 286' left of centerline, 6' AGL/1914' MSL. Bush 51' from DER, 295' left of centerline, 7' AGL/1915' MSL. Bush 126' from DER, 86' left of centerline, 4' AGL/1912' MSL. Rwy 8: Multiple bushes beginning 113' from DER, 259' left of centerline, up to 16' AGL/1924' MSL.

Rwy 22: Standard with minimum climb of 452' per NM to 3700, or 4600-3 for climb in visual conditions. Rwy 26: Standard with minimum climb of 420' per NM to 4600, or 4600-3 for climb in visual conditions.

Rwy 22: Tree 5668' from DER, 1824' left of centerline, 40' AGL/2143' MSL. Multiple poles 78' left of centerline, up to 73' AGL/1995' MSL. Railroad 1224' from DER, 402' left of centerline, 23' AGL/1980' MSL. Obstruction light on ROD 64' from DER, 495' right of centerline, 45' AGL/1968' MSL. Pole 2635' from DER, 279' right of centerline, 72' AGL/1995' MSL.

Rwy 26: Vehicles on road 360' from DER, 265' left of centerline, 15' AGL/1946' MSL. Railroad 953' from DER, 355' left of centerlline, 23' AGL/1958' MSL.

#### V DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climbing right turn direct DAG VORTAC, thence. . . . TAKE-OFF RUNWAY 8: Climbing left turn direct DAG VORTAC, thence. . .

TAKE-OFF RUNWAY 22: Climbing right turn heading 090° to intercept DAG R-224

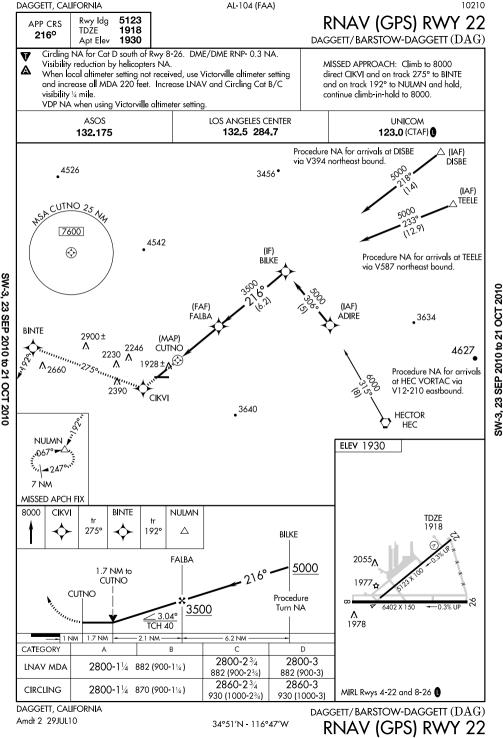
to DAG VORTAC. Thence. . . . or climb in visual conditions to cross Barstow-Daggett

airport at or above 6800 before proceeding on course. TAKE-OFF RUNWAY 26: Climbing right turn heading 090° to intercept DAG R-224 to DAG VORTAC. Thence. . . . or climb in visual conditions to cross Barstow-Daggett airport at or above 6800 before proceeding on course.

. .on DAG R-047 to TEELE INT/DAG 12 DME, aircraft proceeding via V587 continue climb on course, all others, climbing right turn to 7500 to DAG VORTAC then as assigned.

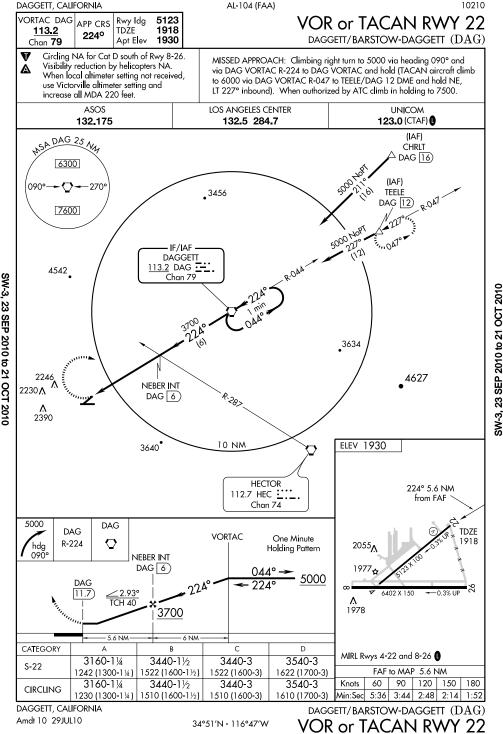
DAGGETT ONE DEPARTURE (OBSTACLE) (DAG1.DAG) 10210

DAGGETT, CALIFORNIA DAGGETT/ BARSTOW-DAGGETT (DAG)



Amdt 2 29JUL10

SW-3, 23 SEP 2010 to 21 OCT 2010



### DAVIS

UNIVERSITY (EDU) 2 W UTC-8(-7DT) N38°31.89' W121°47.19'

S4 FUEL 100LL TPA-869(800) NOTAM FILE RIU RWY 17-35: H3176X50 (ASPH) S-12.5 MIRL (NSTD)

RWY 17: SAVASI(S2L)-GA 4.0° TCH 25'. Tree.

RWY 35: VASI(V2L)-GA 3.75° TCH 68'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1600-2000Z‡, After hrs emerg University of California Davis police 530-752-1230. After hrs non-emerg University of California Davis police 530-752-1725.

Fuel self-service avbl 24 hrs. 65' trees located S side of creek 1,257' from thid Rwy 35. Trees +40', west side of rwy near Rwy 17 thld. Rwy 17-35 NSTD MIRL 35' from edge of rwy. Noise

abatement, noise sensitive area north of airport, For VASI Rwv 35 kev 123.075 4 times. SAVASI Rwv 17 on 24 hrs. WEATHER DATA SOURCES: AWOS-3 119.025 (530) 754-6839.

COMMUNICATIONS: CTAF/UNICOM 123.075 TRAVIS APP/DEP CON 126.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

SACRAMENTO (H) VORTACW 115.2 SAC

W121°33.10' 279° 12.3 NM to fld. 10/17E. HIWAS.

TRAVIS (L) VORW 116.4 TZZ N38°20.65′ W121°48.64′ 3499 11.3 NM to fld. NOTAM FILE SUU. SHUTDOWN.

Chan 99 N38°26.62'

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#### DAVIS/WOODLAND/WINTERS YOLO CO (DWA) 6 NE UTC-8(-7DT) N38°34.76' W121°51.42'

S4 FUEL 100LL, JET A TPA-1100(1000) NOTAM FILE RIU RWY 16-34: H6000X100 (ASPH) S-30. D-36

RWY 16: PAPI(P2L)-GA 3.0° TCH 40'. Rgt tfc. RWY 34: PAPI(P2L)-GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1400-0200Z±. Fuel avbl 24 hrs.

Parachute Jumping. Birds on and invof arpt. Rwy 16-34 +40' to

+120' trees and +40' p-lines unlighted; parallel rwy 550' W of rwy

centerline. No touch and go Idg 0600-1400Z‡. No midfield tkfs. Rwy 34 calm wind rwy. Noise abatement. No dep turns blo 500'AGL or before arpt boundary roads 1/4 mile byd Rwy 16 and Rwy 34. Straight out dep for 2 miles before turn Rwy 16 and Rwy 34. Crosswind/downwind dep to W Rwy 16 and Rwy 34. MIRL Rwy

16-34 preset low ints, to increase ints and ACTIVATE PAPI Rwy 16 and Rwv 34-CTAF.

WEATHER DATA SOURCES: AWOS-3 125.775 (530) 750-2759. COMMUNICATIONS: CTAF/UNICOM 123.0

TRAVIS APP/DEP CON 126.6 RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

SACRAMENTO (H) VORTACW 115.2 SAC Chan 99 N38°26.62'

W121°33.10' 283° 16.5 NM to fld. 10/17E. HIWAS.

#### DEATH VALLEY NATIONAL PARK FURNACE CREEK (LØ6) 1 NW

UTC-8(-7DT) N36°27.63' W116°52.79' FUEL 100LL TPA-790(1000) NOTAM FILE RAL

RWY 15-33: H3065X70 (ASPH) S-4 LIRL

RWY 33: Brush. RWY 15: Brush, Rgt tfc.

AIRPORT REMARKS: Unattended. For fuel ctc Furnace Creek Ranch 760-786-2343. Ditch 145' right of Rwy 33. Use only marked rwy. Arpt located 1 statute mile southwest of park headquarters. No tiedown ropes or chains avbl. Safety areas adjacent rwy clsd, stay on paved area only due to extremely soft dirt. ACTIVATE rotating bcn—CTAF, five (5) clicks on seven (7) clicks off.

**COMMUNICATIONS: CTAF 122.9** 

**HIWAS** 

RCO 122.2 (RIVERSIDE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

BEATTY (H) VORTAC 114.7 BTY Chan 94 N36°48.04′ W116°44.86′ 181° 21.4 NM to fld. 2930/16E.

SAN FRANCISCO H-3B, L-2G, 3A

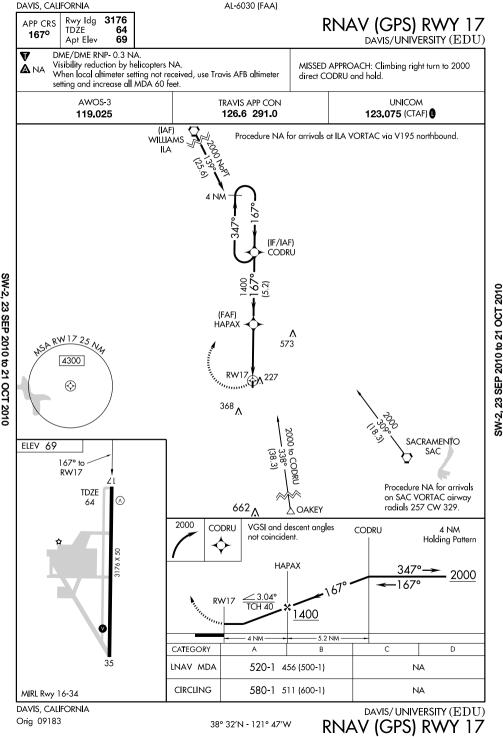
SAN FRANCISCO

L-2G, 3A

☆

LAS VEGAS

L-9B



### DAVIS

UNIVERSITY (EDU) 2 W UTC-8(-7DT) N38°31.89' W121°47.19'

S4 FUEL 100LL TPA-869(800) NOTAM FILE RIU RWY 17-35: H3176X50 (ASPH) S-12.5 MIRL (NSTD)

RWY 17: SAVASI(S2L)-GA 4.0° TCH 25'. Tree.

RWY 35: VASI(V2L)-GA 3.75° TCH 68'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1600-2000Z‡, After hrs emerg University of California Davis police 530-752-1230. After hrs non-emerg University of California Davis police 530-752-1725.

Fuel self-service avbl 24 hrs. 65' trees located S side of creek 1,257' from thid Rwy 35. Trees +40', west side of rwy near Rwy 17 thld. Rwy 17-35 NSTD MIRL 35' from edge of rwy. Noise

abatement, noise sensitive area north of airport, For VASI Rwv 35 kev 123.075 4 times. SAVASI Rwv 17 on 24 hrs. WEATHER DATA SOURCES: AWOS-3 119.025 (530) 754-6839.

COMMUNICATIONS: CTAF/UNICOM 123.075 TRAVIS APP/DEP CON 126.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

SACRAMENTO (H) VORTACW 115.2 SAC

W121°33.10' 279° 12.3 NM to fld. 10/17E. HIWAS.

TRAVIS (L) VORW 116.4 TZZ N38°20.65′ W121°48.64′ 3499 11.3 NM to fld. NOTAM FILE SUU. SHUTDOWN.

Chan 99 N38°26.62'

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#### DAVIS/WOODLAND/WINTERS YOLO CO (DWA) 6 NE UTC-8(-7DT) N38°34.76' W121°51.42'

S4 FUEL 100LL, JET A TPA-1100(1000) NOTAM FILE RIU RWY 16-34: H6000X100 (ASPH) S-30. D-36

RWY 16: PAPI(P2L)-GA 3.0° TCH 40'. Rgt tfc. RWY 34: PAPI(P2L)-GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1400-0200Z±. Fuel avbl 24 hrs.

Parachute Jumping. Birds on and invof arpt. Rwy 16-34 +40' to

+120' trees and +40' p-lines unlighted; parallel rwy 550' W of rwy

centerline. No touch and go Idg 0600-1400Z‡. No midfield tkfs. Rwy 34 calm wind rwy. Noise abatement. No dep turns blo 500'AGL or before arpt boundary roads 1/4 mile byd Rwy 16 and Rwy 34. Straight out dep for 2 miles before turn Rwy 16 and Rwy 34. Crosswind/downwind dep to W Rwy 16 and Rwy 34. MIRL Rwy

16-34 preset low ints, to increase ints and ACTIVATE PAPI Rwy 16 and Rwv 34-CTAF.

WEATHER DATA SOURCES: AWOS-3 125.775 (530) 750-2759. COMMUNICATIONS: CTAF/UNICOM 123.0

TRAVIS APP/DEP CON 126.6 RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

SACRAMENTO (H) VORTACW 115.2 SAC Chan 99 N38°26.62'

W121°33.10' 283° 16.5 NM to fld. 10/17E. HIWAS.

#### DEATH VALLEY NATIONAL PARK FURNACE CREEK (LØ6) 1 NW

UTC-8(-7DT) N36°27.63' W116°52.79' FUEL 100LL TPA-790(1000) NOTAM FILE RAL

RWY 15-33: H3065X70 (ASPH) S-4 LIRL

RWY 33: Brush. RWY 15: Brush, Rgt tfc.

AIRPORT REMARKS: Unattended. For fuel ctc Furnace Creek Ranch 760-786-2343. Ditch 145' right of Rwy 33. Use only marked rwy. Arpt located 1 statute mile southwest of park headquarters. No tiedown ropes or chains avbl. Safety areas adjacent rwy clsd, stay on paved area only due to extremely soft dirt. ACTIVATE rotating bcn—CTAF, five (5) clicks on seven (7) clicks off.

**COMMUNICATIONS: CTAF 122.9** 

**HIWAS** 

RCO 122.2 (RIVERSIDE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

BEATTY (H) VORTAC 114.7 BTY Chan 94 N36°48.04′ W116°44.86′ 181° 21.4 NM to fld. 2930/16E.

SAN FRANCISCO H-3B, L-2G, 3A

SAN FRANCISCO

L-2G, 3A

☆

LAS VEGAS

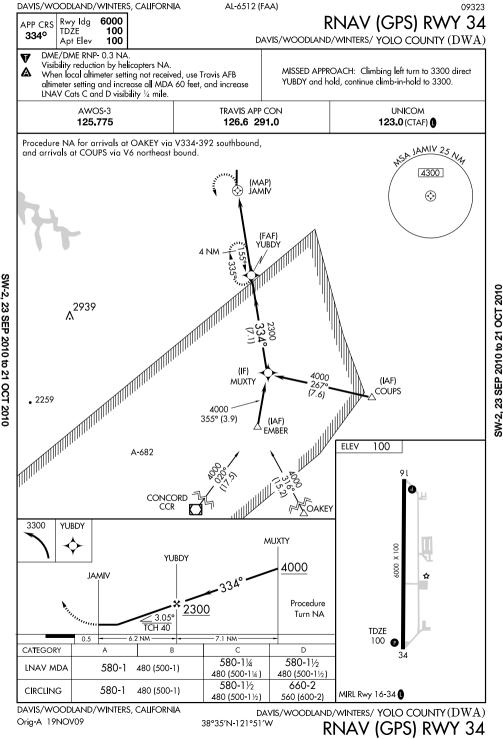
L-9B

DAVIS/WOODLAND/WINTERS, CALIFORNIA
Orig-A 19NOV09

DAVIS/WOODLAND/WINTERS/YOLO COUNTY (DWA)

38°35′N-121°51′W

SW-2, 23 SEP 2010 to 21 OCT 2010



**CALIFORNIA** 

93

L-9A

LAS VEGAS

LOS ANGELES

H-4H, L-3D, 7B

KLAMATH FALLS

€3

STOVEPIPE WELLS (LØ9) 1 W UTC-8(-7DT) N36°36.23' W117°09.55' NOTAM FILE RAL

RWY 23: Road, Rgt tfc. AIRPORT REMARKS: Unattended.

DELANO MUNI

TPA-825(800)

RWY 05-23: H3260X65 (ASPH)

**COMMUNICATIONS: CTAF 122.9** 

RADIO TO NAVIGATION: NOTAM FILE RNO. BEATTY (H) VORTAC 114.7 BTY Chan 94 N36°48.04' W116°44.86' 223° 23.1 NM to fld. 2930/16E.

> (DLO) 2 SE UTC-8(-7DT)N35°44.74′ W119°14.19′ FUEL 80, 100LL TPA-1114(800) NOTAM FILE RIU

> > MIRL

S6 S-30 RWY 14-32: H5650X75 (ASPH)

RWY 14: REIL. PAPI(P2L)-GA 3.5° Thid dspicd 1640'. Road. Rgt RWY 32: REIL. PAPI(P2L)-GA 3.0°.

AIRPORT REMARKS: Attended 1600-0100Z‡, After hrs emerg ctc Police Department 661-721-3377. Seasonal crop duster ops on arpt

east of Rwy 14-32. MIRL Rwy 14-32 preset low ints dusk-dawn, to increase ints ACTIVATE-CTAF. WEATHER DATA SOURCES: AWOS-3 119.55 (661) 721-2668.

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) BAKERSFIELD APP/DEP CON 118.9 (1400-0700Z±) L.A. CENTER APP/DEP CON 127.1 (0700-1400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL. SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07' W119°05.84' 323° 17.1 NM to fld. 548/14E. HIWAS.

DINSMORE (D63) 1 E UTC-8(-7DT) N40°29.52' W123°35.89' TPA-3275(900) NOTAM FILE OAK RWY 09-27: H2510X48 (ASPH) RWY 09: Thid dspicd 80'. Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Day use only; CLOSED ngts. Mountains with high trees invof arpt. COMMUNICATIONS: CTAF 122.9

DORRIS

BUTTE VALLEY (A32) 5 SW UTC-8(-7DT) N41°53.24′ W121°58.54′ 4243 B TPA-5043(800) NOTAM FILE RIU RWY 16-34: H4300X60 (ASPH) S-30

HIWAS.

MIRI RWY 16: Road. RWY 34: Fence.

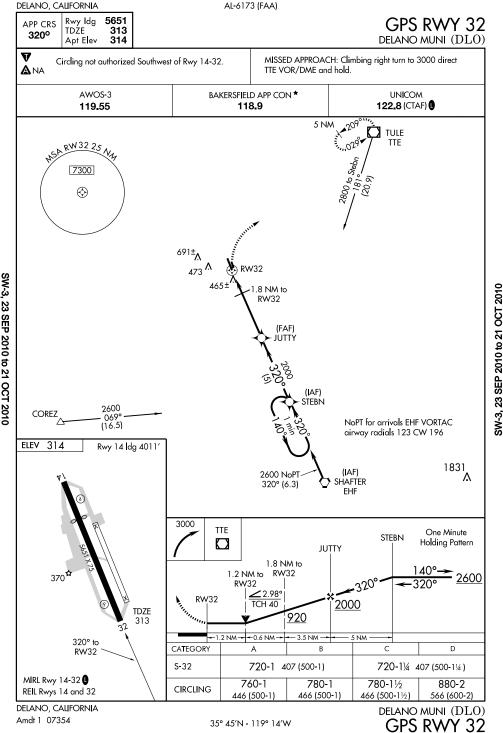
Rwy 16-34 key 122.9 5 times. COMMUNICATIONS: CTAF 122.9

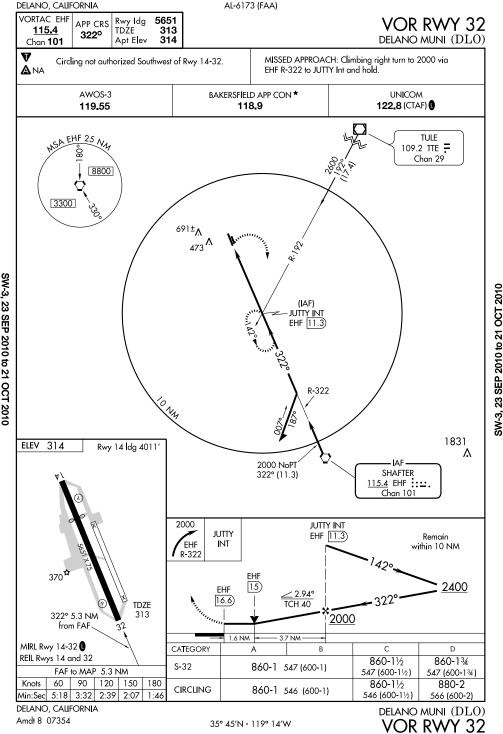
RADIO AIDS TO NAVIGATION: NOTAM FILE LMT. KLAMATH FALLS (H) VORTACW 115.9 LMT Chan 106 N42°09.19' W121°43.65′ 198° 19.4 NM to fld. 4087/17E.

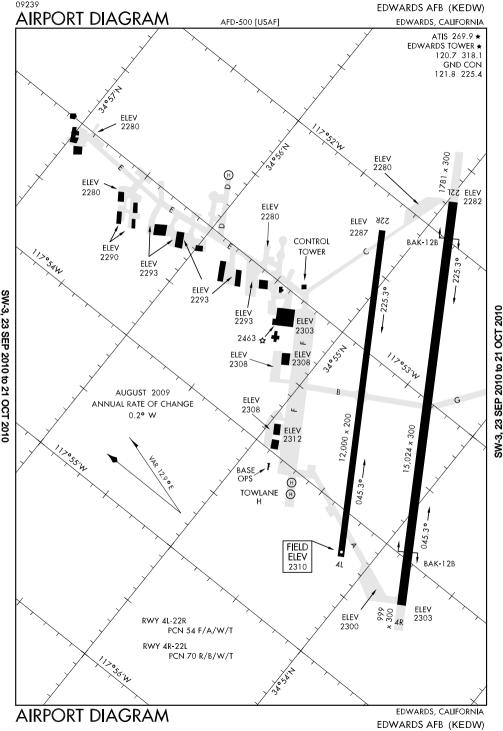
RWY 27: Thid dsplcd 80', Road. KLAMATH FALLS L-21 9١ Evaporation 4300 X ¢

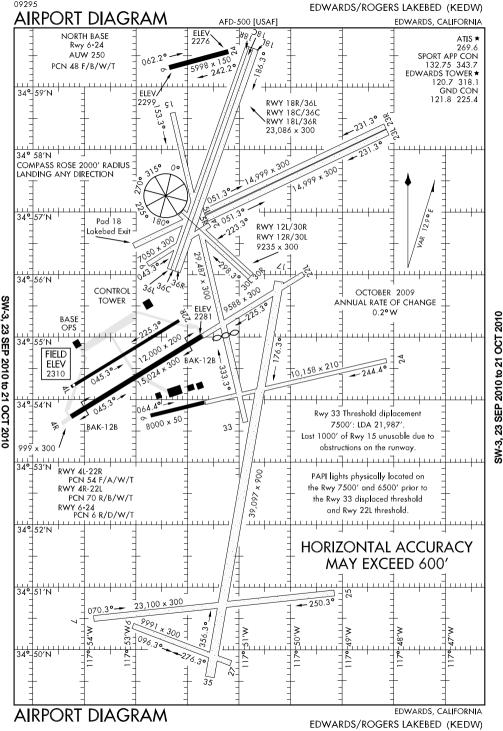
34

AIRPORT REMARKS: Unattended. Arpt rstd by arpt owner to acft with maximum certificated tkof weight of 12,500 lbs or less; call arpt manager 530-842-8295 for more information. ACTIVATE MIRL









6 SW

PCN 70 R/B/W/T

RWY 22L: REIL. PAPI(P4L).

H-4I, L-7C

DIAP. AD

EDWARDS AFB (EDW)(KEDW) AF (NASA) UTC-8(-7DT)

RWY 04R: PAPI(P4L). RWY 04L-22R: H12000X200 (ASPH) PCN 54 F/A/W/T RWY 06-24: H8000X50 (CONC)

2312 B

PCN 6 R/D/W/T RWY 06: PAPI(P4L)-GA 3.0° TCH 50'. RWY 24: PAPI(P4L)-GA 3.0° TCH 50'. ARRESTING GEAR/SYSTEM

NOTAM FILE EDW

RWY 04R-22L: H15024X300 (CONC)

RWY 04R HOOK BAK-12B(B) (1518') MILITARY SERVICE: LGT Rwy 04R, Rwy 22L, portable and flood lgts. ILS and PAPI not coincidental. JASU (A/M32C-10D) (MA-3D) 2(A/M32A-86D) (MC-5LD-PACK) (SGNSC) (PMU-29E) 2(A/M32A-60A).

be expected. 100 avbl thru prior arrangement with Aero Club only DSN 525-8321, C661-275-8321; J5, J8 can

no longer refuel/defuel with J4. and Supplementary Arpt Remarks. RSTD Official Business Only on weekends and holidays, PPR always. Ctc Base

OPS DSN 527-2222/3571, C661-277-2222/3571 for PPR number. PPR and airspace briefing rqr for all acft

TRAN ALERT Svc avbl weekday 1400-0600Z‡, weekend 1400-0200Z‡ and holidays with 24 hr prior notice. Transportation svc avbl weekdays 1400-2330Z‡. Expect svc delay on weekends and holidays. Limited fleet svc MILITARY REMARKS: Opr Mon-Fri 1400-0600Z‡, weekends by NOTAM, CLOSED holiday. See FLIP AP/1, Flight Hazards

FLUID JOAP SOAP SP PRESAIR LHOX LOX.

Not insp.

HIRL

(no exceptions), transient should be prior coordination in advance with airspace manager DSN 527-2446 or sport remote communication facility DSN 527-3928. All PPR rgr minimum 24 hr prior notice, no same day PPR avbl. PPR will not be issued more than 5 days prior to arrival. All PPR valid +/- 30 minutes PPR time. Telephone

HOOK BAK-12B(B) (1559') RWY 22L

FUEL 2 hr refuel delay can

GND CON 121.8 225.4

coordination rqr for PPR outside of block time. Practice apch to Edwards AFB main base rwy, North Base rwy and lake bed rwy prohibited when twr clsd. Contact NASA flight ops call 661-276-3213 except for PPR. Non-NASA registered acft must contact NASA to park on NASA ramp. South Base Rwy 06-24 CLOSED from official SS to official SR. South base Rwy 06-24 is ltd to light acft (12,500 lbs gross weight or less), no turbojets. Rwy 04L-22R daylight only ops. Cargo and passenger service-(1) cargo acft requiring support must arrive prior to 0200Z‡. Cargo and passenger service-(2) space A travel into Edwards AFB is not recommended due to limited

N34°54.98' W117°51.75'

OIL 0-148

services. Edwards AFB does not have a passenger terminal or base taxi for space A passengers. Prior transportation arrangements from the base are mandatory. No dining, lodging, or transportation services within walking distance. Main gate is 6 miles away and nearest civilian facilities (Lancaster, CA) are 35 miles away. CAUTION VFR initial flown 1215' N or rwy centerline due to steep straight-in simulated flame out and shuttle apch to rwy. Pay careful attention to acft alignment on final to preclude inadvertent ldg on S base Rwy 24. Numerous unmarked/unlgtd obstructions surround arpt. Observer visibility restricted SW-N due building obstructing vision. Use caution for UAS arrivals/departures from Rwy 04L-22R, south base Rwy 06-24, north base Rwy 06-24, the

Rogers/Rosamond Lakebed Runway complex and within R-2515. Contact ATC for UAS flight activities. NS ABTMT Rwy 22L and Rwy 22R: All IFR dep exc low performance acft (C12, T1, etc.) whose initial turn is SW-N, fly rwy heading until 12 DME before turning on course. CSTMS/AG/IMG Customs avbl to military acft only, 24 hr prior notice rgr. MISC Transient acft may expect IFR separation delays entering R-2508 Complex. Transient acft expect extensive refuel delays. Acft with Distinguished Visitor inbound ctc PTD 40 NM out. No COMSEC avbl; aircrew limited to own resources on arrival or in case of extensive delay. Multiple acft rqr 24 hr prior notice. UHF equipped acft must UHF (not VFH) in pattern. No RVR capabilities. Cargo acft requiring support must arrive prior to 0200Z‡. No space A passenger support available. COMMUNICATIONS: ATIS 269.9 (1400-0600Z‡)

R SPORT APP/DEP CON 132.75 343.7 (Opr std time Mon–Fri 1500–0100Z weekends as rqr, opr dalgt time Mon–Fri 1400-0200Z weekends as rgr), other times ctc R JOSHUA APP/DEP CON 133.15 269.2 (E) 126.1 290.3 (S) 133.65 348.7 (W and N)

TOWER 120.7 318.1 353.6 (Mon-Fri 1400-0600Z‡, weekends by NOTAM, clsd holidays) COMD POST (CONFORM) 304.0

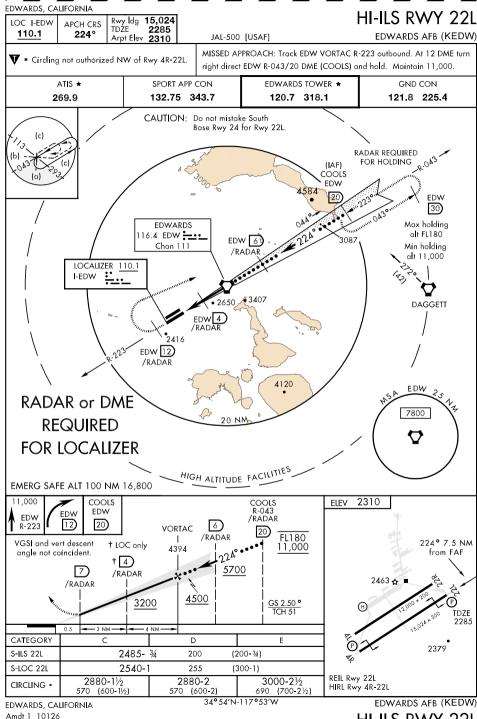
NASA 135.825 373.15

PMSV METRO 342.4 (Full svc 1300-0600Z‡, clsd Federal holidays)

AIRSPACE: CLASS D svc Mon-Fri 1400-0600Z‡, weekends by NOTAM, clsd holidays and every third Sun for construction and maintenance other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE EDW. EDW Chan 111 N34°58.94′ W117°43.96′ 223° 7.5 NM to fld. 2354/15E.

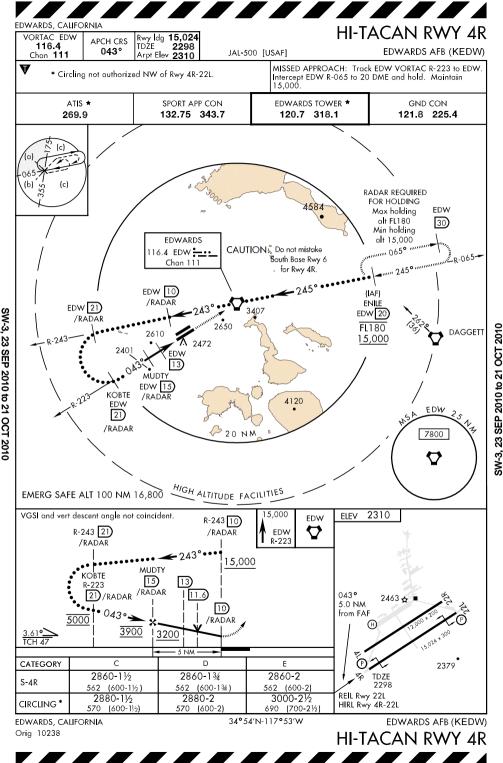
(L) VORTAC 116.4 TACAN unusable: 090°-150° bvd 15 NM.

COMM/NAV/WEATHER REMARKS: Ctc NASA Flight Ops point of contact C661-276-3213, except for PPR. After hours weather briefings/updates available from the 25 Operational Weather Squadron at DSN 228-6958/6599/6588 or toll free 877-451-8367 X1



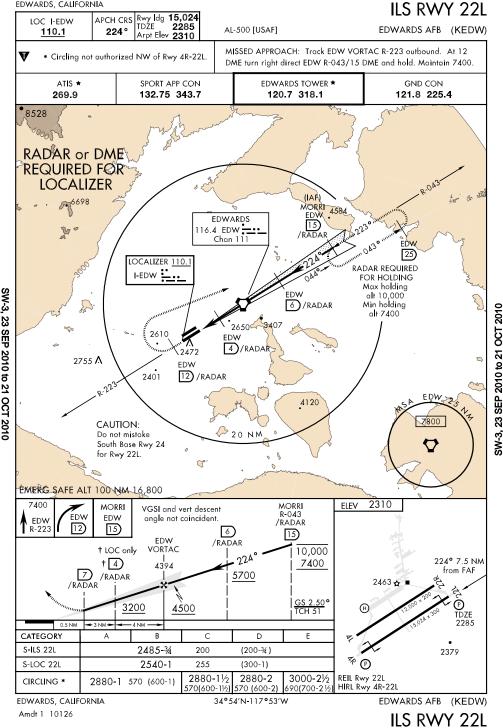
SW-3, 23 SEP 2010 to 21 OCT 2010

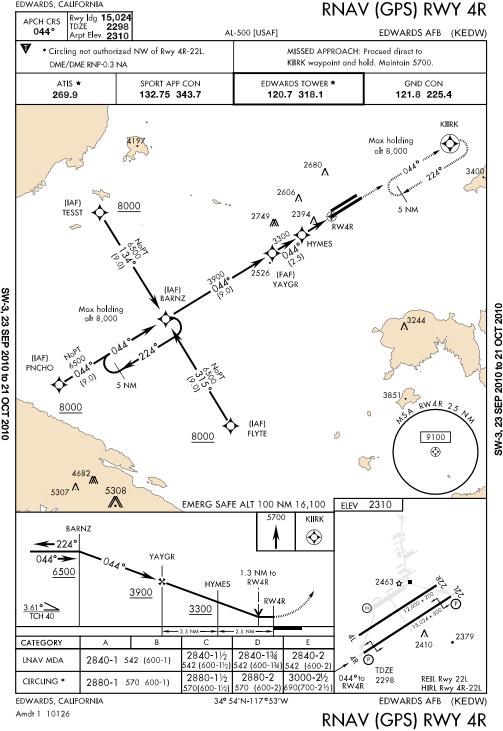
HI-ILS RWY 22L

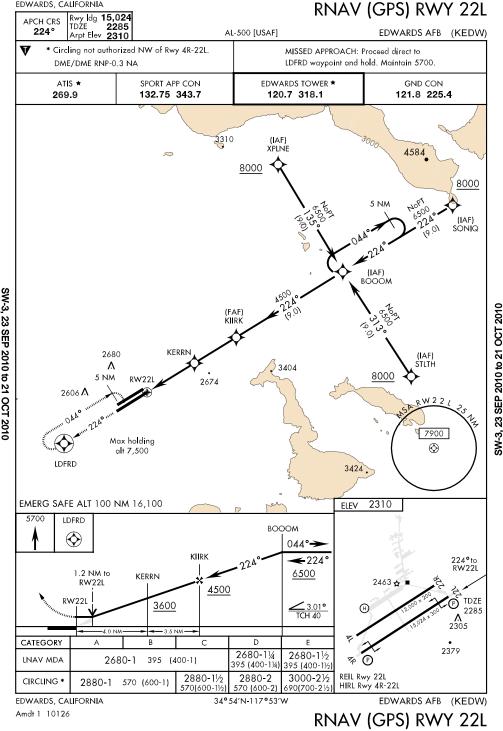


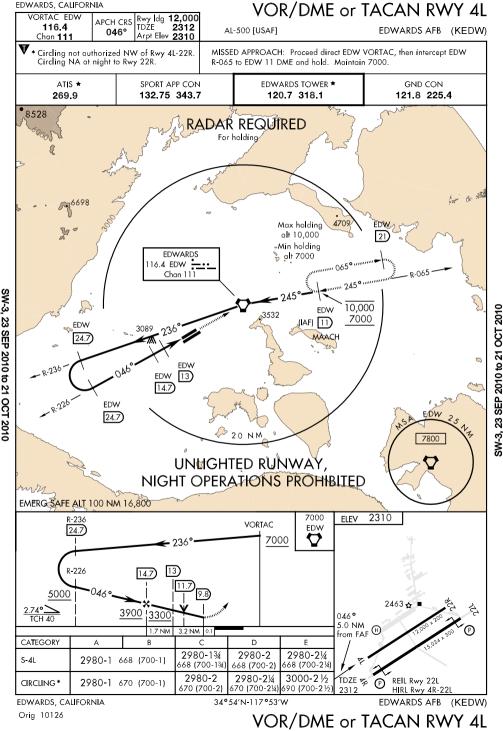
SW-3, 23 SEP 2010 to 21 OCT 2010

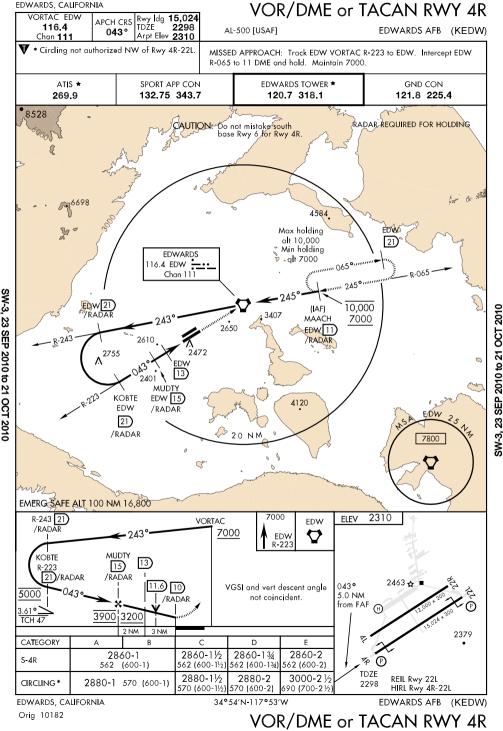
HI-TACAN RWY 22L

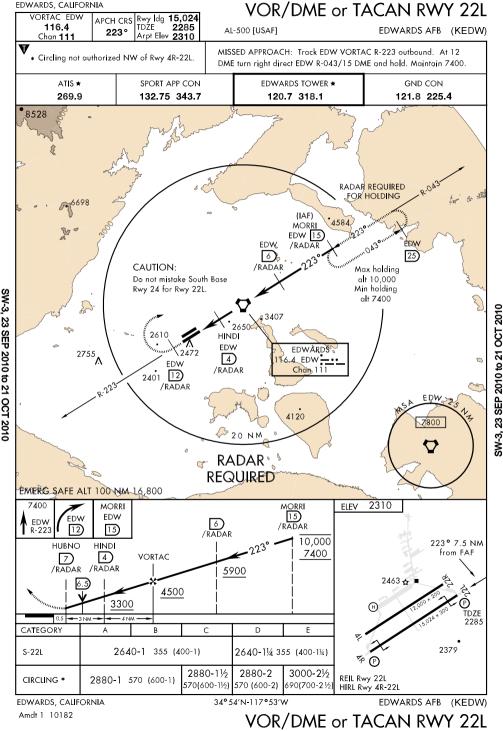


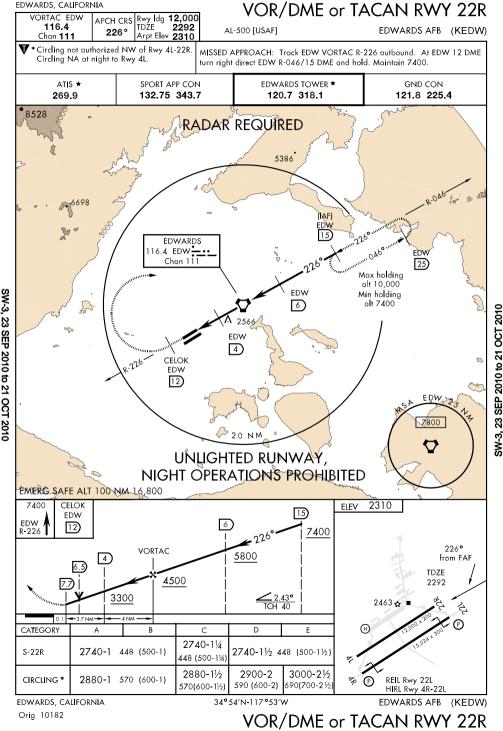


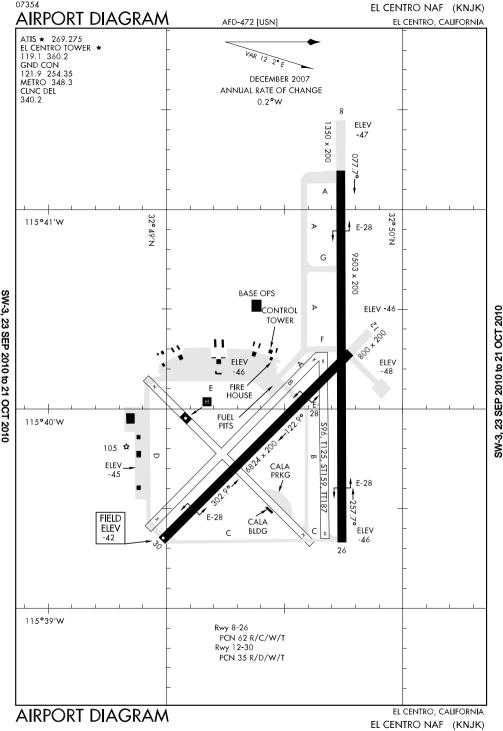












CALIFORNIA EL CENTRO NAF (NJK)(KNJK) UTC-8(-7DT) NAF 6 NW

96

### -42 B NOTAM FILE NJK Not insp. H-41, L-41 RWY 08-26: H9503X200 (PEM) PCN 62 R/C/W/T HIRI DIAP. AD RWY NR. OLS RWY 26: OLS.

HIRL

E uncontrolled, blo 3000' AGL. Bird activity mid Dec to mid Mar SR-SS within the adjacent fld located E and W of the arpt. Parachuting Activities/Exercises are conducted on regular basis off NJK TACAN 170/10 or IPL VORTAC 240/12. TFC PAT Dense fld carrier ldg practice tfc all hr. Reduced rwy separation standard in effect USN/USMC acft. NS ABTMT Avoid overflight housing located SW of twr and fuel farm located immediately SW apch end Rwy 30. Avoid overflight town of El Centro approximately 5 NM E, blo 5000' AGL. Numerous cattle feed lots located thru-out area, avoid overflight at low altitude. MISC Acft inbound make initial ctc with twr 15 NM or sooner. Air Traffic Control Tower in non-radar environment with high volume of air tfc. Improved Fresnel Iens OLS

TOWER 119.1 360.2 (Mon-Thu 1500-0700Z‡, Fri 1500-0200Z‡, Sat 1500-2300Z‡, CLOSED Sun and holidays.)

AIRSPACE: CLASS D svc Mon-Thu 1500-0700Z‡, Fri 1500-0200Z‡, Sat 1500-02300Z‡, CLOSED Sun and holidays,

Chan 106 N32°44.93′ W115°30.52′

N38°23.54' W121°19.85'

AIRPORT REMARKS: Unattended. Twys and taxilanes NSTD width. Land Rwy 29, depart Rwy 11. Rwy 29 safety area NSTD length. CLOSED to helicopter training. CLSD to touch and go ldgs and ultralights. Rwy 11, 45' p-line marked with orange balls 1140' from rwy thld; not Igtd for ngt ops. Name "SUNSET SKYRANCH" painted on Rwy

N32°49.91' W115°40.87' at fld. -49/13E. NOTAM FILE NJK. Monitored

260°-270° bvd 30 NM

270°-360° byd 30 NM

360°-050° byd 25 NM

RWY 30: OLS. ARRESTING GEAR/SYSTEM RWY 08 HOOK E28 (1485') RWY 12 HOOK E28 (1570')

RWY 12-30: H6824X200 (PEM)

avbl Rwy 08 and Rwy 26. **COMMUNICATIONS: ATIS 269.275** 

> GND CON 121.9 254.35 **CLNC DEL** 340.2

only during arpt opr hr. TACAN azimuth and DME unusable: 090°-095° bvd 20 NM

095°-240° byd 10 NM

240°-260° byd 30 NM

2 SE

(E27)

TPA-1000(946)

RWY 11-29: H2769X35 (ASPH)

COMMUNICATIONS: CTAF 122.9

ELK HILLS—BUTTONWILLOW

ELLS FIELD—WILLITS MUNI

RWY 11: Trees.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPL. IMPERIAL (H) VORTAC 115.9

other times CLASS G.

(L) TACAN Chan 47

**ELK GROVE** 

MILITARY SERVICE: LGT Carrier deck lgt avbl Rwy 08-26 and Rwy 30. FUEL J8. Tran pilots expect up to 2 hr delay without prior arrangement DSN 658-2425,

C760-339-2425. Hot refueling avbl most acft Mon-Thu 1630-0430Z‡, Fri 1600-0200Z‡, Sat 1630-2300Z‡, CLOSED Sun and holidays. Hot refueling hrs subject to short notice change, refer to NOTAM. OIL 0-128-156.

LOX.

PMSV METRO 348.3

IPL

UTC-8(-7DT)

LIRL

(See BUTTONWILLOW)

NOTAM FILE RIU

RWY 29: Trees.

11-29 with white letters. ACTIVATE LIRL Rwv 11-29-122.9.

R NORCAL APP/DEP CON 125.25 (Southeast-Northwest) 127.4 (North-East)

(See WILLITS)

S-12

NJK (111.0)

DSN 658-2507/2601, C760-339-2507/2601 during scheduled field hrs. CAUTION Inbound acft use extreme

acft prior to hotpitting, T-line cannot safety or pin tran acft. Ltd svc avbl for large passenger acft rqr 48 hr notice MILITARY REMARKS: Opr Mon-Thu 1500-0700Z‡, Fri 1500-0200Z‡, Sat 1500-2300Z‡, CLOSED Sun and holidays. See FLIP AP/1 Supplementary Arpt Remark. RSTD All civilian acft and all acft that intend to RON rgr 72 hr PPR,

inbound with ordnance advise twr on initial ctc. Tran acft inbound with ordnance for hot refueling must safe their

PCN 35 R/D/W/T

TRAN ALERT No tran svc 0700-1500Z‡. Tran maintenance extremely ltd. Tran acft

HOOK E28 (1500') RWY 26 HOOK E28 (1245') RWY 30

N32°49.75' W115°40.30'

JASU 1(RCPT-105) 1(NC-8) (Wells Air Start

286° 9.6 NM to fld. -20/14E.

SAN FRANCISCO

LOS ANGELES

caution to avoid R2510 located 5 NM NW due to Air/Ground weapons opr and parachute drops. Extreme mid-air potential due to high density VFR general aviation tfc and crop dusters in vicinity. Avoid Imperial Co arpt 4.5 NM

32°49′N-115°40′W

SW-3, 23 SEP 2010 to 21 OCT 2010

EL CENTRO, CALIFORNIA

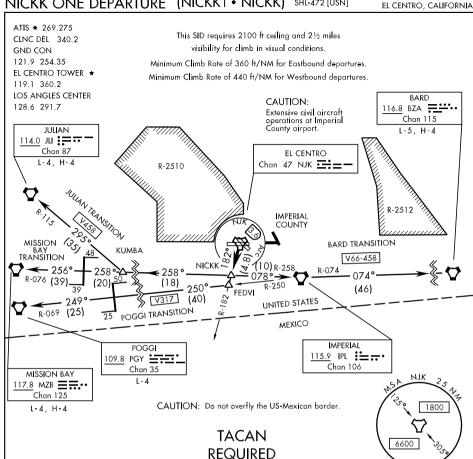
Amdt 1 09127

(KNJK)

SW-3,

23 SEP 2010 to 21 OCT 2010

V



EMERG SAFE ALT 100 NM 13,600

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb in visual conditions within 3.6 DME of NJK TACAN to cross NJK TACAN Southbound at or above 2000, then climb on NJK R-182 to NICKK. Then via assigned transition or route. Expect filed altitude 10 minutes after departure. Cross NICKK at or below 7000.

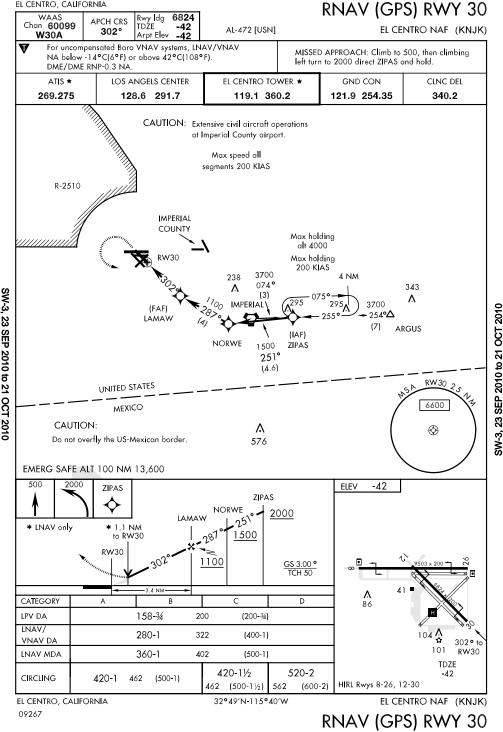
BARD TRANSITION (NICKK1.BZA): Via IPL VORTAC R-258 to IPL, then via IPL R-074 to BARD VORTAC.

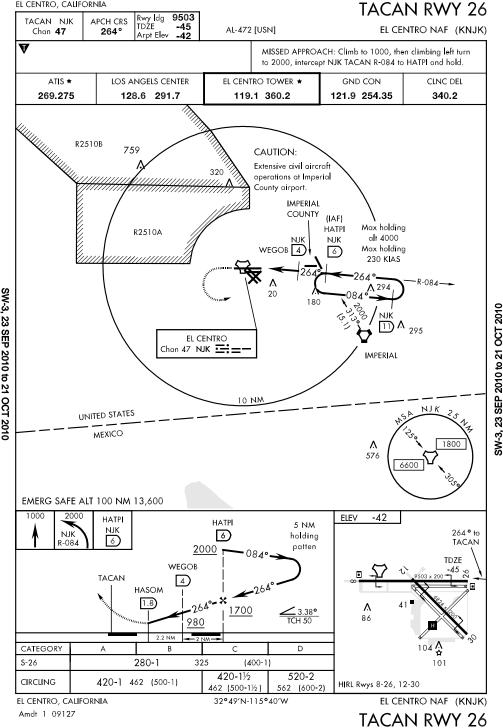
JULIAN TRANSITION (NICKK1•JLI): From over NICKK via IPL VORTAC R-258 to KUMBA, then via JLI VORTAC R-115 to JLI. Cross KUMBA at or above 5600 climbing to 7700.

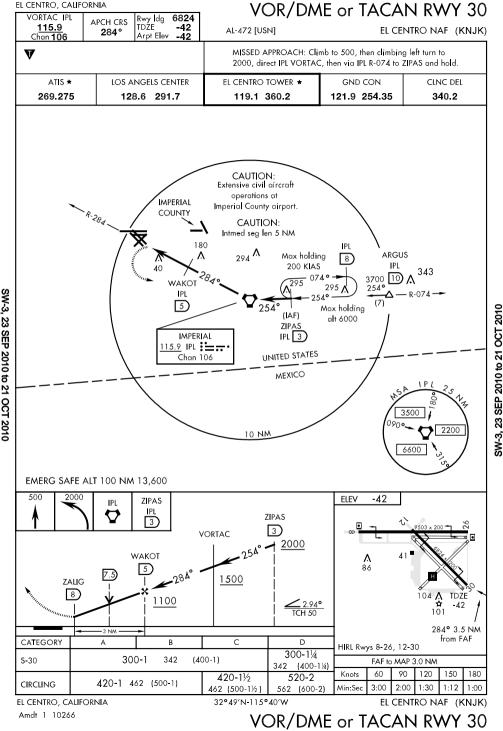
MISSION BAY TRANSITION (NICKK1·MZB): From over NICKK via IPL VORTAC R-258 and MZB VORTAC R-076 to MZB. Cross KUMBA at or above 6700 climbing to 8000.

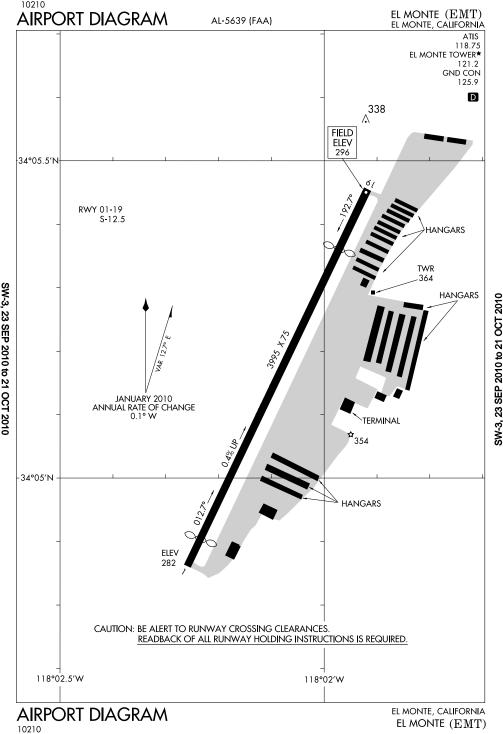
POGGI TRANSITION (NICKK1.PGY): From over NICKK continue climb to 7000 via NJK R-182 to FEDVI, then via IPL VORTAC R-250 and PGY VORTAC R-069 to PGY.

EL CENTRO, CALIFORNIA RNAV (GPS) RWY 26 9503 Rwy Idg APCH CRS TDŻE -45 EL CENTRO NAF (KNJK) AL-472 [USN] 257° Arpt Elev For uncompensated Baro VNAV systems, LNAV/VNAV MISSED APPROACH: Climb to 500, then climbing NA below -14°C(6°F) or above 39°C(103°F). left turn to 2000 direct ZIPAS and hold. DME/DME RNP-0.3 NA ATIS ★ LOS ANGELS CENTER EL CENTRO TOWER ★ GND CON CLNC DEL 269.275 128.6 291.7 119.1 360.2 121.9 254.35 340.2 CAUTION: Extensive civil aircraft operations at Imperial County airport. Max speed all segments 200 KIAS R-2510 IMPERIAL COUNTY Max holding alt 4000 RW26 257° **FOMTU** Max holding 1100 **200 KIAS** 294 (4) (FAF) 4 NM **CUNSA** 343 295 075° SW-3, 23 SEP 2010 to 21 OCT 2010 ۸ 3700 295 254℃ **IMPERIAL** (7)**ARGUS** (IAF) 3700 ZIPAS 074° (3)RW 26 UNITED STATES 6600 **MEXICO** 576 Λ  $\bigcirc$ CAUTION: Do not overfly the US-Mexican border. EMERG SAFE ALT 100 NM 13,600 500 2000 -42 **ELEV** ZIPAS ZIPAS **FOMTU** 306°-2000 **CUNSA** 257 ° to \* LNAV only .8 NM 1500 RW26 to RW26 TDZE RW26 -45 1100 ひ GS 3.03 ° TCH 50 ۸ CATEGORY Α В C D 86 LNAV/ 280-1 325 (400-1)VNAV DA 104 ☆ 260-1 LNAV MDA 305 (400-1)101 420-11/2 520-2 CIRCLING 420-1 462 (500-1)(600-2) HIRL Rwys 8-26, 12-30 (500-1½) 562 32°49′N-115°40′W EL CENTRO NAF (KNJK) EL CENTRO, CALIFORNIA Admt 1 09267 RNAV (GPS) RWY 26









COPTER

IAP. AD

LOS ANGELES

L-3E, 4G, 7B, A

FI MONTE (EMT) 1 N UTC-8(-7DT) N34°05.16' W118°02.09'

296 R S4 FUEL 100LL, JET A TPA-1296(1000) NOTAM FILE EMT RWY 01-19: H3995X75 (ASPH-AFSC) S-12.5 MIRL

RWY 01: PAPI(P2L)—GA 4.57° TCH 64', Thid dspicd 290', Pole. RWY 19: REIL. PAPI(P2R)—GA 4.5° TCH 37'. Thid dsplcd 641'.

Pole, Rgt tfc.

RWY 01: TORA-3504 TODA-3995 ASDA-3755 IDA-3465

RWY 19: TORA-3995 TODA-3995 ASDA-3995 LDA-3354

RUNWAY DECLARED DISTANCE INFORMATION

Chan 41

NOTAM FILE BLU

257° 12.4 NM to fld. 1273/15E.

N34°04.70′

channel on climbout to S and to N. When twr clsd ACTIVATE MIRL Rwy 01-19, REIL Rwy 19, and PAPI Rwy 01 and Rwy 19-CTAF.

invof arpt. Lgtd water twr 1 mile W-SW of arpt. Remain over paved

AIRPORT REMARKS: Attended continuously, Heavy bird activity on and

COMMUNICATIONS: CTAF 121.2 ATIS 118.75 (626) 444-1107

AIRSPACE: CLASS D svc 1600-0400Z‡ other times CLASS G.

POM

RADIO AIDS TO NAVIGATION: NOTAM FILE POC. POMONA (L) VORTAC 110.4

Unusable 280°-050° byd 15 NM.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°31.80′ 277° 27.1 NM to fld. 1432/15E, NOTAM FILE RAL.

EL NIDO N37°13.17′ W120°24.01′ NOTAM FILE MCE.

(L) VOR/DME 114.2 HYP Chan 89 291° 6.7 NM to Merced Rgnl/Macready Fld. 183/15E.

RCO 122.1R 114.2T (RANCHO MURIETA RADIO)

EL TORO N33°40.56′W117°43.87′ NOTAM FILE RAI

(T) VORW/DME 117.2 ELB Chan 119 270° 6.9 NM to John Wayne Airport/Orange Co.

050°-070° bvd 16 NM

UNICOM 122.95 R SOCAL APP/DEP CON 125.5 TOWER 121.2 (1600-0400Z‡)

GND CON 125.9

W117°47.22'

NDB (MHW) 359

В

VOR portion unusable:

DME portion unusable: 026°-070° bvd 16 NM, 105°-145° bvd 16 NM, 325°-010° bvd 16 NM,

**FMIGRANT GAP** BLUE CANYON-NYACK (BLU) 1 S UTC-8(-7DT) N39°16.50′ W120°42.59′

TPA-6284(1000) RWY 15-33: H3300X50 (ASPH) S-12 MIRL RWY 15: Tree. RWY 33: Tree. AIRPORT REMARKS: Unattended. Arpt CLOSED SS-SR. CLOSED winters

snow removal svcs are provided. Rotating bcn OTS indef. MIRL Rwv 15-33 OTS indef. ACTIVATE rotating bcn and MIRL Rwv

15-33-CTAF. WEATHER DATA SOURCES: ASOS 120.075 (530) 389-2091.

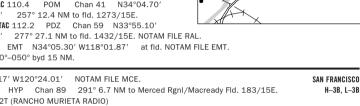
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.

SQUAW VALLEY (L) VORW/DME 113.2 SWR Chan 79 N39°10.82'

W120°16.18' 270° 21.3 NM to fld. 8850/16E. HIWAS.

due to snow. Do not attempt to land with snow on the rwy. No



H-3B, L-3B

LOS ANGELES

COPTER L-3E. 4H. A

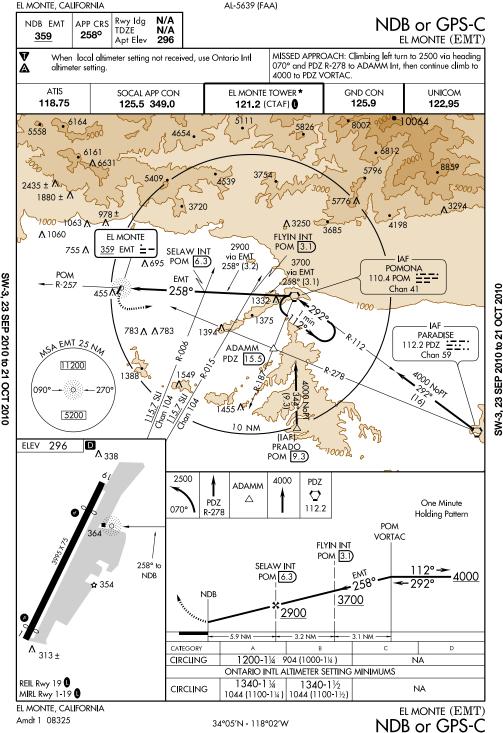
SAN FRANCISCO

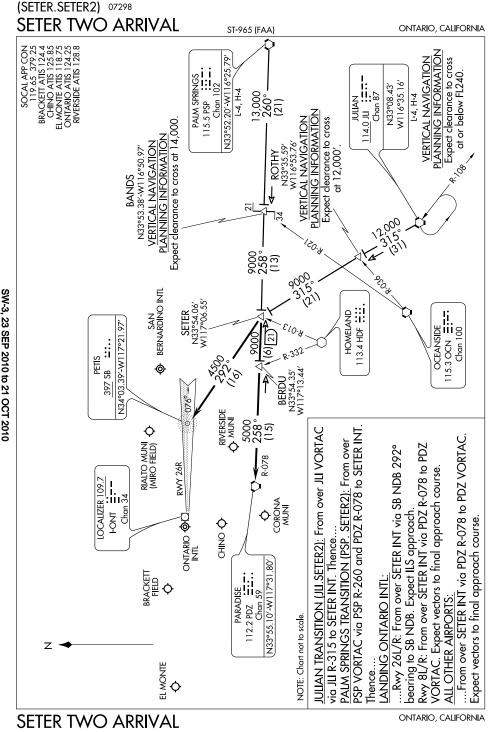
L-3A

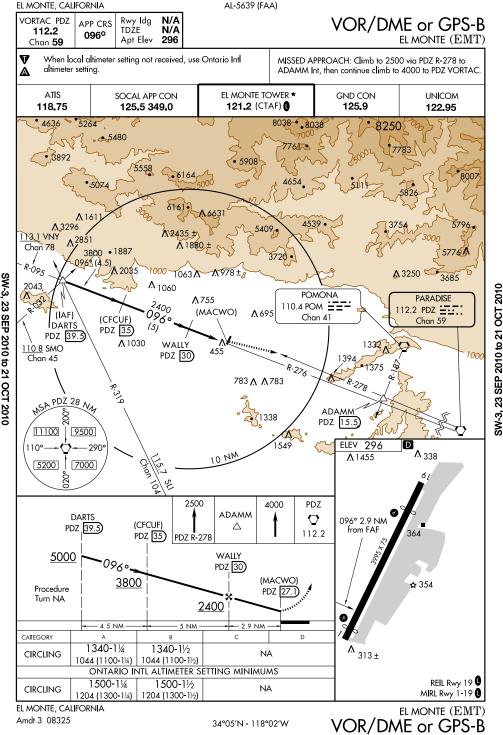
Œ Ś١ €3 €3 €3 **4**3 €3 €3 €3 €3 3 650

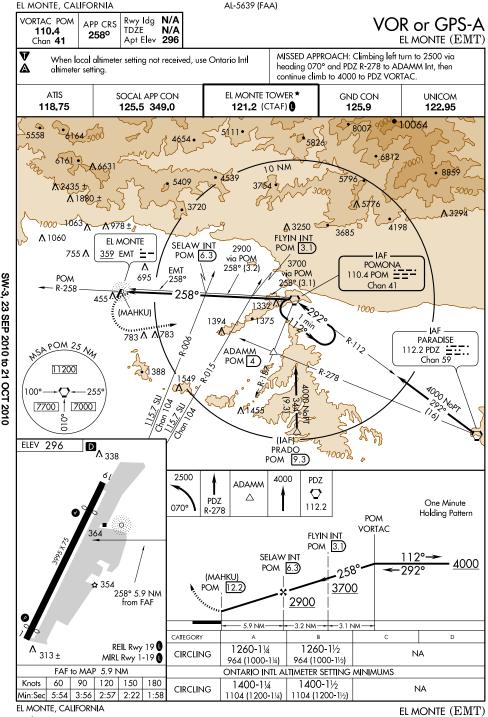
EUREKA N40°48.29′ W124°07.05′ RCO 122 35 (OAKLAND RADIO)

KLAMATH FALLS 1-2H



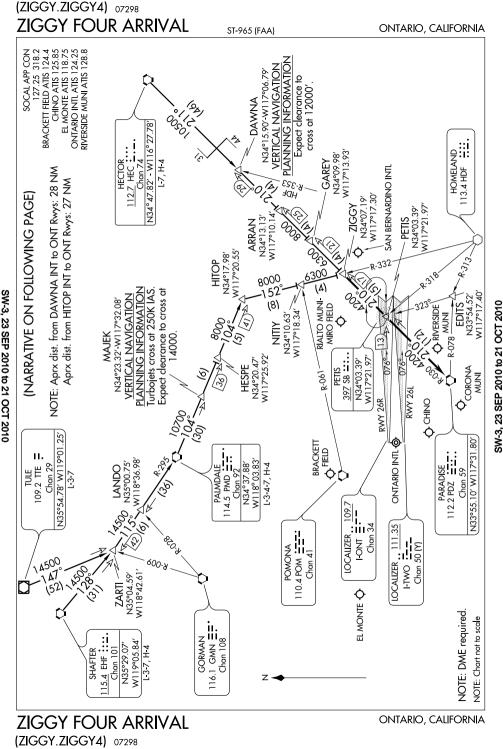






Amdt 7 08325

VOR or GPS-A



ZIGGY FOUR ARRIVAL

ST-965 (FAA)

### ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

# LANDING ONTARIO INTL:

- .... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- .... RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

## ALL OTHER AIRPORTS:

- . . . . From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

**EUREKA** EUREKA MUNI (033) 2 W UTC-8(-7DT) N40°46.85′ W124°12.74′ KLAMATH FALLS TPA-820(800) LRA NOTAM FILE OAK RWY 16-34: H2700X60 (ASPH) S-10 RWY 16: Rgt tfc. AIRPORT REMARKS: Unattended, Day use only: CLOSED ngts, Ultralight activity on and invof arot. COMMUNICATIONS: CTAF 122.9

(019) 10 SE UTC-8(-7DT) N40°43.14′ W123°55.63′

**CALIFORNIA** 

2737 TPA-3537(800) NOTAM FILE OAK RWY 15-33: H2270X50 (ASPH) S-13 RWY 15: Thid dsplcd 167'. Trees. RWY 33: Thid dspicd 167', Trees. AIRPORT REMARKS: Unattended. Day use only; CLOSED ngts. 500' drop off 25' from Rwy 15 thld, 40' drop off 40' from Rwy 33 thld. **COMMUNICATIONS: CTAF 122.9** MURRAY FLD (EKA) 3 E UTC-8(-7DT) N40°48.20′ W124°06.77′ KLAMATH FALLS S4 FUEL 100LL TPA-807(800) NOTAM FILE OAK L-2H IAP RWY 12-30: H3000X75 (ASPH) S-19 MIRL RWY 12: SAVASI(S2L)-GA 3.0° TCH 26'.

KLAMATH FALLS

RWY 30: VASI(V2L)-GA 4.0° TCH 26'. Rgt tfc. AIRPORT REMARKS: Attended 1630-0130Z‡. Deer occasionally on rwy. ACTIVATE MIRL Rwv 12-30, VASI Rwv 30 SAVASI Rwv 12-CTAF. Flight Notification Service (ADCUS) avbl. COMMUNICATIONS: CTAF/UNICOM 122.7 EUREKA RCO 122.35 (OAKLAND RADIO) (R) SEATTLE CENTER APP/DEP CON 124.85 RADIO AIDS TO NAVIGATION: NOTAM FILE ACV. FORTUNA (L) VORTACW 114.0 FOT Chan 87 W124°14.07' 016° 9.7 NM to fld. 386/19E.

98

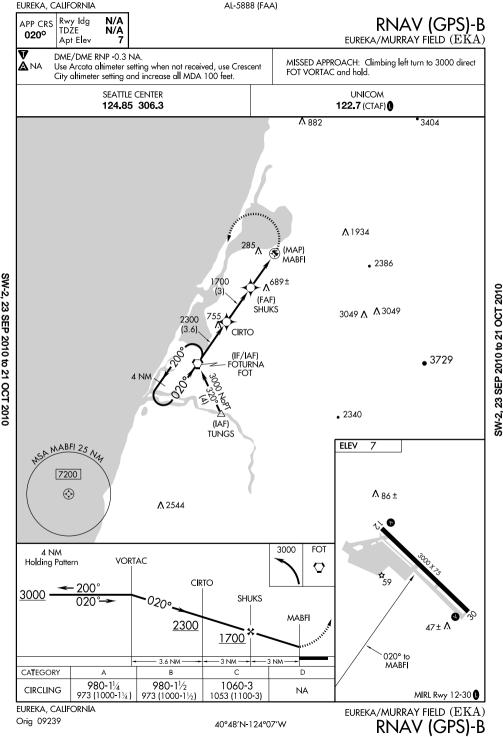
KNEELAND

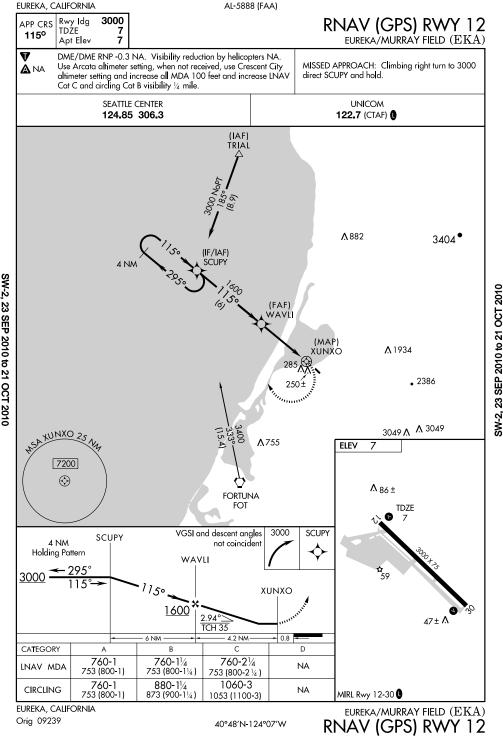
**EXECC** N38°26.99′ W121°32.78′ NOTAM FILE SAC. SAN FRANCISCO NDB (LOM) 356 SA 019° 4.5 NM to Sacramento Executive. L-2F. 3A EXETER (063) 3 S UTC-8(-7DT) N36°14.55' W119°08.98' SAN FRANCISCO

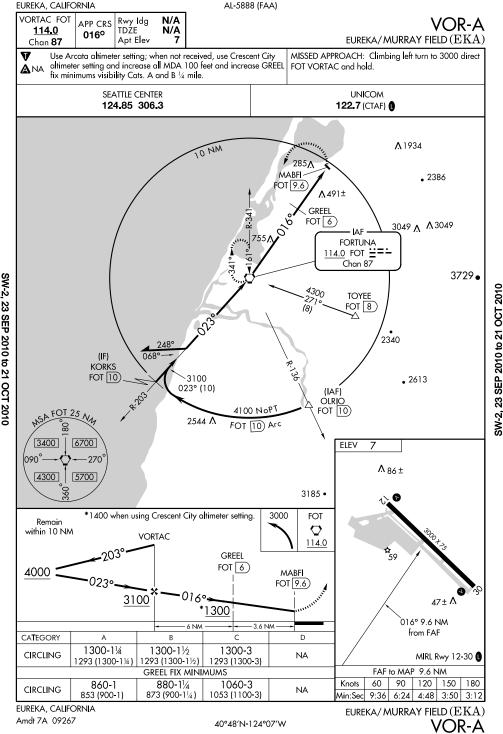
S4 TPA-1140(800) NOTAM FILE RIU RWY 13-31: 2800X40 (ASPH-TRTD) RWY 13: Thid dspicd 400'. Trees.

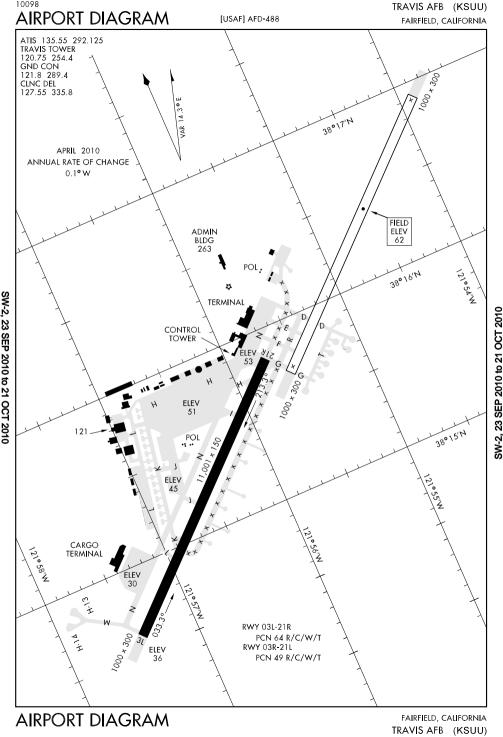
RWY 31: Thid dspicd 200'. Road. AIRPORT REMARKS: Attended daigt hours. After hours call 559-562-2633 or 559-562-6433 or 559-786-7887. Rwy 13-31 CLOSED indef. Rwy 13 +10' road 80'-200' from rwy end 125' left 105' right. Rwy 31 +10' road 0'-100'

from rwy end 40' left 125' right. Rwy 13-31 numbers only, dsplcd thld marked with white tires. Rwy 13 is not marked. Rwy 31 is not marked. Rwy 13-31 narrowest width is 50'. COMMUNICATIONS: CTAF 122 9









TRAVIS AFB

(SUU)(KSUU)

TPA-See Remarks

RWY 03L-21R: H11001X150 (PEM)

RWY 03R-21L: H10992X150 (CONC)

RWY 03L: PAPI(P4L).

RWY 03R: PAPI(P4L).

62 R

MILITARY SERVICE: LGT PAPI coincidental with ILS GS Rwy 03L and 21L visual descent point for Height Group 4 acft

rwy sfc. Extensive lgt acft ops. Possible radio frequency interference all frequencies 9 NM NE over Navy transmit. Expect wind shear blo 2000' on apch to all rwys. Heavy C5 jet tfc in immediate vicinity. High density VFR tfc cross final apch and dep course. Arrival acft expect heavy jet acft cross rwy to parallel twy. Breaking action on rwy and twy may be impaired due to heavy rubber deposits. Avoid overflight of firing range located 550'

prohibited on Twy D east of Rwy 03R-21L.TFC PAT TPA-Rectangular 1600(1538), overhead 2100(2038). CSTMS/AG/IMG Due to limited customs, prior notice/coordination required for arrival outside of normal workday hrs. For night, Sat, Sun and holiday arrival, 1 hr prior notice required. Mission coordination thru Travis Comd Post at

21R and first 2900' Rwy 03L concrete, mid 7100' asph. Rwy 03R-21L ungrooved. Rwy 21R grooved between 10,000' and 7,750' remaining and between 4,800' and 1,100' remaining. Rwy 03L grooved between 9900' and

UTC-8(-7DT)

NOTAM FILE SUU

PCN 64 R/C/W/T

RWY 21L: ALSF2, TDZL, PAPI(P4L).

PCN 49 R/C/W/T

N38°15.76′ W121°55.65′

CI

Not insp.

HIRL

HIRL

SAN FRANCISCO

DIAP. AD

H-3B, L-2F, 3A, A

only, PAPI Rwy 03R and 21R provides proper TCH for Height Group 4 acft only, NSTD ALSF2 Rwy 21L, Rwy 21R is rar for wx conditions.

thid lgts gated. Rwy 03L-21R thid and edge lgts are on step 3 unless reg otherwise or unless step 4 or step 5 JASU 1(MA-1) 6(MA-1A) 1(MC-1A) 1(MC-2A) 8(A/M32A-86) 1(707 Starting unit) OIL 0-128-133-148-156

3 E

RWY 21R: PAPI(P4L).

AOF

svc avbl.

TRAN ALERT Svc 24 hr daily. Expect extensive svc delay weekends and holidays. Transient acft, except AMC mission, ctc Command Post not later than 15 minutes out for svc req. Fleet MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remark, Rwy 03R-21L CLOSED indef, Heavy concentration of

C707-424-5517 except all Air Mobility Command (AMC), AMC gained and AMC contract missions, NOTE: Aircraft carrying Distinguished Visitors, Emergency Air Evac and Special Air Missions (SAM) require PPR for

blackbirds, gulls, and other migratory birds in the apch and dep routes and along infield areas from 1 Sep-30 Apr (Phase II).RSTD Rwy 03R-21L CLOSED until late 2011 for construction. PPR required DSN 837-5517

Command Post notification and tracking purposes. Max performance climbs are prohibited for high performance acft. When Rwy 03L-21R not avbl, aircrew should req 15 minute early engine start for rgr back taxi opr. B52 acft taxi opr limited to Twys G, N and M only. C-5 ops not permitted on Twys K and L NW of Twy N. Acft larger than

C-17, tow only on Twy L. 180° turn rstd to concrete portion of rwy only. CAUTION Take-off obstacles Rwy 3L: 122'MSL (58'AGL) parked KC10 tails 966' to 1870' from departure end of rwy, 738' to 958' left of centerline. Extreme bright light on ramp located W side of arpt can cause hazard illusions and disorientation during

dep/ldg. RVR unavbl for approach and Rwy 21R/dep end Rwy 3L. Rwy edge lgts for both rwys located more than 10' from edge of usable rwy surface. Rwy 03L-21R and Rwy 03R-21L edge lgts have gaps of more than 400' on the apch/departure end of rwys. Rwy 03L-21R thid lgts are located more than 10' from the edge of the usable

right of centerline and 1 NM prior to apch end Rwy 21R when red bcn is on or red flag is displayed. Twy N may be temporarily clsd without notice south of the 900 ramp due to C-17 combat off-load training. Hang glider/tow ops on-going at Maine Prairie Arpt, 3 miles N of Travis, (TZZ R328/SUUØ18Ø1Ø/3822N12149W) sfc to 5000'. Outboard engines rstd to idle only on Twy Delta east of Rwy 03R-21L for B747 acft and larger. C17 offloads

DSN 837-5517 or C707-424-5517. MISC All acft carrying Distinguished Visitor will notify Comd Post no later than 24 hr prior with arr time and rgr at DSN 837-5517 or C707-424-5517. Acft with Distinguished Visitor code 7 or abv and all inbound passenger/cargo acft must ctc Comd Post 30 min prior to ldg and confirm block time. Base OPS DSN 837-2836, C707-424-2836. No backing oper on spots 511 thru 515. First 1000' Rwy

6200' remaining and between 3250' and 1000' remaining. Aircrews should exercise caution following rain where standing water is present or sfc appears glassy, expect reduced braking performance, or possible

hydroplaning. **COMMUNICATIONS: TRAVIS** D-ATIS 135.55 292.125 DSN 387-2847

PTD 285.575

(R) APP CON 119.9 322.325 (S) 126.6 291.0 (N)

TOWER 120.75 239.05 254.4

GND CON 121.8 289.4 CLNC DEL 127.55 335.8 (R) DEP CON 119.9 126.6 322.325 (S) 306.9 (N)

COMD POST 141.9 349.4

PMSV METRO 271.1 Wx flt hrs Mon-Fri 1400-0200Z‡ excluding hol or during severe wx. Wx DSN 837-3003/5549, C707-424-3003/5549. PMSV svc avbl only when wx flt forecaster on duty. Wx obsn avbl continuously via automated system. During wx flt closures remote briefing svc avbl from 25 Op wx squadron DSN 228-6598/6599/6588, C520-228-6598. When auto obs sys inoperable, obstructions at

visual range avbl. CONTINUED ON NEXT PAGE

350-020° and 210-280° may impact derived prevailing visibility. Rwy 21L touchdown, midfield, rollout runway

## **CALIFORNIA**

### CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE SUU.

(L) TACAN Chan 113 SUU (116.6) N38°14.73′ W121°56.70′ 022° 1.3 NM to fld. 32/17E. No NOTAM MP

Tue 1300-1600Z± (1500 3+1). TACAN azimuth and DME unusable:

155°-160° bvd 20 NM blo 7.000'

(L) VORW 116.4

(1500 3+1). SHUTDOWN.

ILS 110.1 I-SUU Rwy 21L.

I–MZP

ASR-No NOTAM MP Mon-Fri 0801-1300Z‡.

ILS 108.35

ILS 108.35

TRINITY CENTER

TRONA

(L72)

RWY 17: Fence.

RWY 14-32: H3215X50 (ASPH) RWY 14: Thid dspicd 200'. RWY 32: Thid dspicd 200'. Rgt tfc.

COMMUNICATIONS: CTAF 122.9

I-TXV

Marker. No NOTAM MP Wed-Fri 1300-1600Z‡ (1500 3+1).

NOTAM MP Wed-Fri 1300-1600Z± (1500-3+1)

Rwy 03L.

(086) 0 E UTC-8(-7DT)

AIRPORT REMARKS: Unattended. Arpt clsd ngt. Be alert to deer on rwy. Calm wind Rwy 14. Intermittently clsd winters due to snow. Ctc county transportation office for information 530-623-1365. High terrain all quadrants. Noise abatement procedures in effect W and

FORT JONES (L) VOR/DME 109.6 FJS Chan 33 N41°26.98' W122°48.39' 151° 28.5 NM to fld. 4900/19E.

UTC-8(-7DT)

EDW

TPA-2716(1000) NOTAM FILE RAL

LIRL (NSTD)

Chan 111

HELIPORT REMARKS: Helipad H1 is located 230' west of Rwy 17-35 and 3,380' south of Rwy 17 thld.

TPA-3190(800) NOTAM FILE RIU

NW of arpt. Trees/homes west side of arpt.

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

4 N

17-35 5 clicks on frequency-122.8.

RADIO AIDS TO NAVIGATION: NOTAM FILE EDW. EDWARDS (L) VORTAC 116.4

S4

RWY 17-35: H5930X60 (ASPH)

COMMUNICATIONS: CTAF 122.9

HELIPAD H1: H52X52 (ASPH)

Rwy 21R. Class IB.

Back course unusable. Middle Marker not installed. DME in lieu of Middle

continuous. Transient briefing service avbl 25 OWS DSN 228-6598 C520-228-6598.

TZZ N38°20.65′ W121°48.64′ 211° 7.4 NM to fld. No NOTAM MP Mon 1300–1600Z±

COMM/NAV/WEATHER REMARKS: ILS Rwy 21L (CAT II) Special aircrew and acft certification rgr. Missed apch at Inner Marker if acft not radar altimeter equipped. ILS/Radar-Radar: Radar coverage limited in area bounded by SUU075/004, SUU115/013, SUU157/011, SUU185/003. Tfc advisories may not be avbl for non-transponder equipment acft. Obstructions may impact prevailing visibility 350°-020° and 210°-280°. ATC will enhance surface obstructions when twr visibility is less than 45 statute miles and different than reported visibility. During evacuation of Combat Weather Team (CWT), ctc 250WS (Operational Weather Team) at number below if unable to reach CWT at DSN 837-7241 C707-424-7241. Alternate WX location visibility severely limited due to trees. buildings and parked acft. ATC will supplement surface obstructions as needed. KSUU Metro operational

N35°48.75' W117°19.64'

AIRPORT REMARKS: Attended irregularly. Rwy 17-35 NSTD LIRL edge Igts 55' from edges of rwy. ACTIVATE LIRL Rwy

N34°58.94' W117°43.96'

N40°58.97' W122°41.62'

Class IT. Middle Marker not installed, DME in lieu of Middle Marker. No

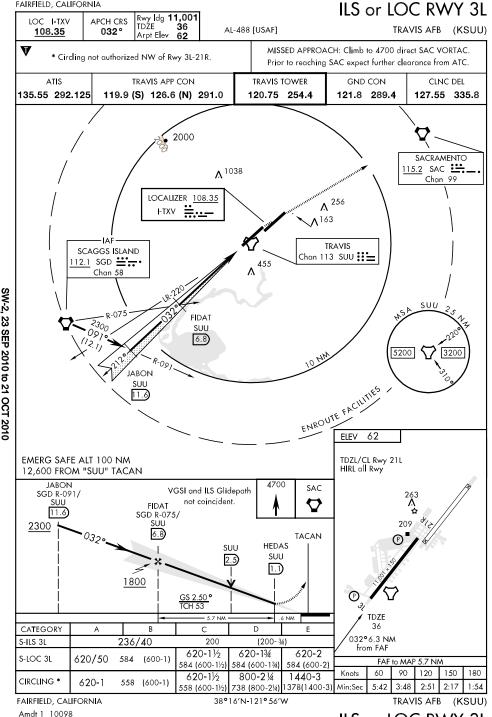
260°-320° bvd 20 NM blo 10.000'

KLAMATH FALLS

1-2H

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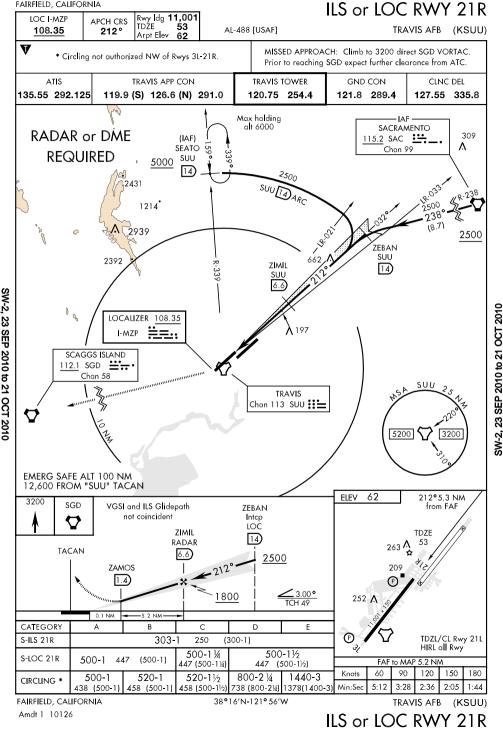
# LAS VEGAS H-41. L-7C



Amdt 1 10098

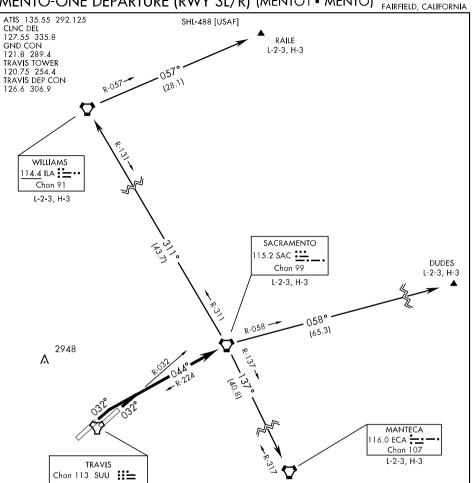
FAIRFIELD, CALIFORNIA

RW



23 SEP 2010 to 21 OCT 2010

# MENTO-ONE DEPARTURE (RWY 3L/R) (MENTO1 • MENTO)



DEPARTURE ROUTE DESCRIPTION

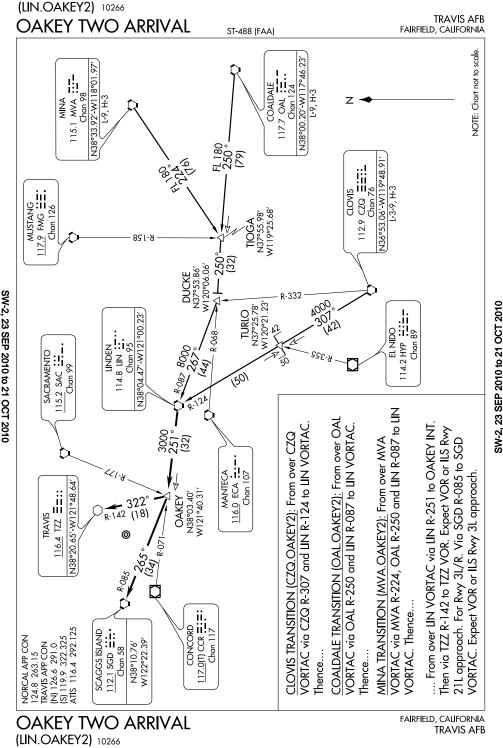
TAKE-OFF RWY 3L/R: Climb via heading 032° to intercept and fly SAC VORTAC R-224 to SAC. Then via assigned transition.

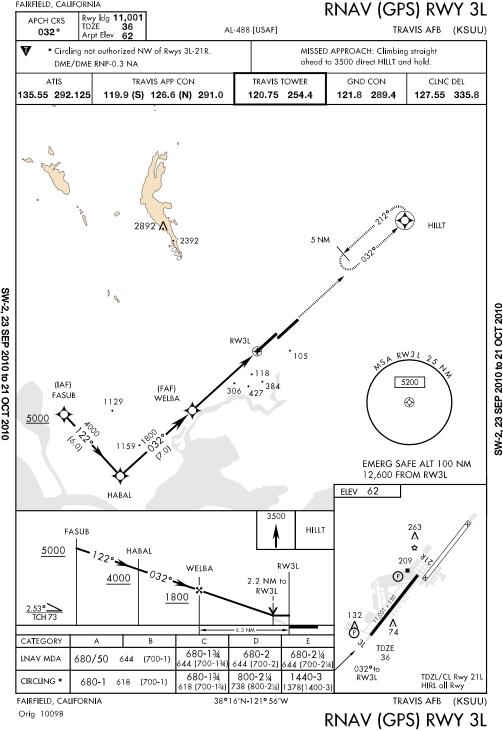
DUDES TRANSITION (MENTO1 • DUDES): Turn right intercept and fly SAC R-058 to 65.3 DME (DUDES).

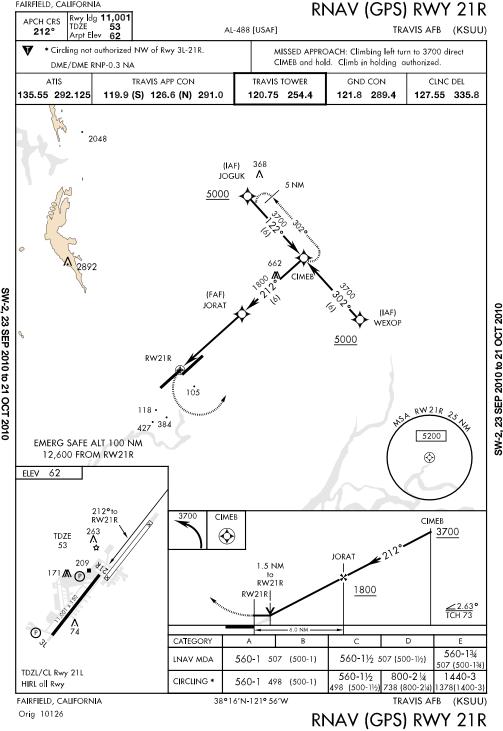
MANTECA TRANSITION (MENTO1 • ECA): Turn right intercept and fly SAC R-137 to ECA VORTAC R-317 to ECA.

RAILE TRANSITION (MENTO1 • RAILE): Turn left intercept and fly SAC R-311 to ILA VORTAC R-131 to ILA then turn right intercept and fly ILA R-057 to 28.1 DME (RAILE).

WILLIAMS TRANSITION (MENTO1 • ILA): Turn left intercept and fly SAC R-311 to ILA R-131 to ILA.

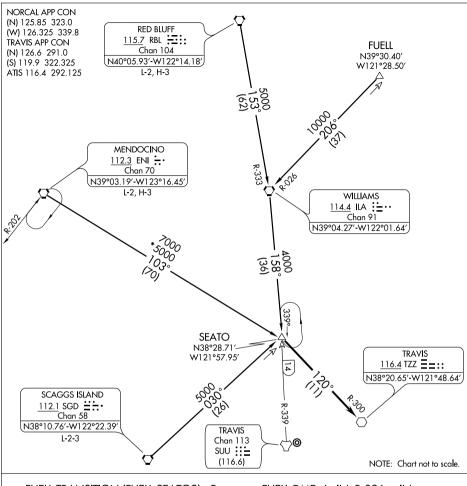






SFATO TWO ARRIVAL

SW-2, 23 SEP 2010 to 21 OCT 2010



FUELL TRANSITION (FUELL.SEATO2): From over FUELL DME via ILA R-026 to ILA VORTAC then via ILA R-158 to SEATO INT. Thence . . . .

MENDOCINO TRANSITION (ENI.SEATO2): From over ENI VORTAC via ENI R-103 to SEATO INT. Thence . . . .

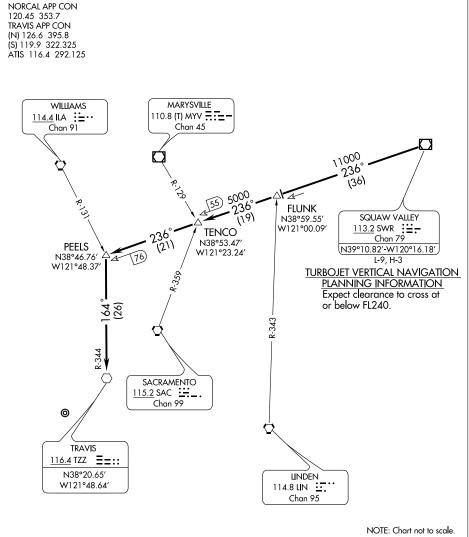
RED BLUFF TRANSITION (RBL.SEATO2): From over RBL VORTAC via RBL R-153 and ILA R-333 to ILA VORTAC then via ILA R-158 to SEATO INT. Thence . . . .

SCAGGS ISLAND TRANSITION (SGD.SEATO2): From over SGD VORTAC via SGD R-030 to SEATO INT. Thence . . . .

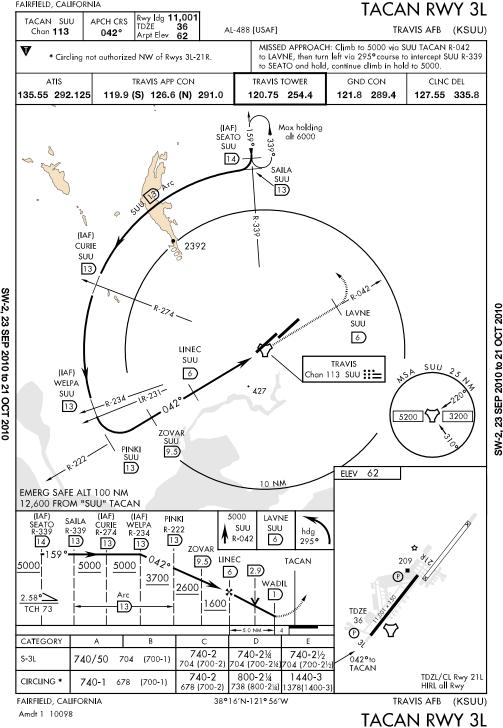
. . . . From over SEATO INT via TZZ R-300 to TZZ VOR. Expect vectors for VOR or ILS Rwy 21L approach. For Rwys 3L/R expect vectors for VOR or ILS 3L approach.

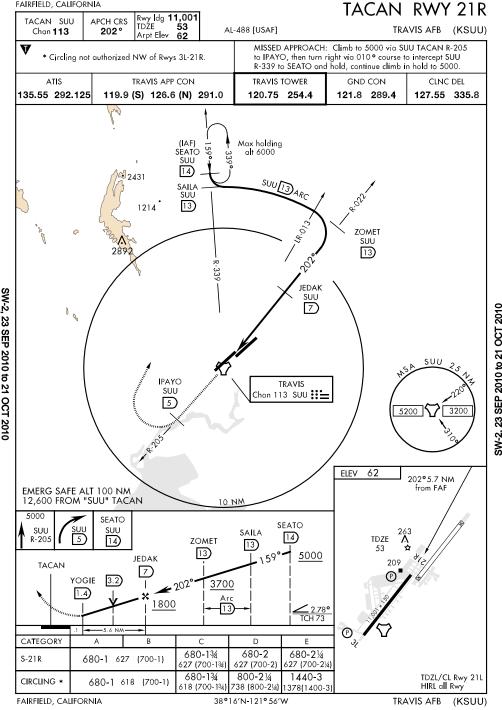
LOST COMMUNICATIONS: For Rwys 3L/R execute VOR or ILS Rwy 21L approach, circle to land Rwy 3L.

# SEATO TWO ARRIVAL



From over SWR VORTAC via SWR R-236 to PEELS INT, then via TZZ R-344 to TZZ VOR. Expect VOR or ILS Rwy 21L Approach. For Rwy 3L/R: Expect vectors for VOR Rwy 3L Approach.



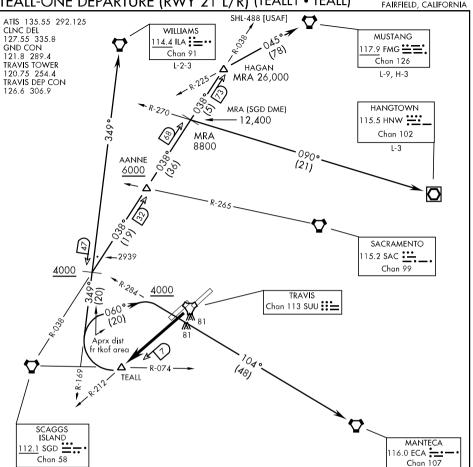


Amdt 1 10126

FAIRFIELD, CALIFORNIA

23 SEP 2010 to 21 OCT 2010

# TEALL-ONE DEPARTURE (RWY 21 L/R) (TEALL1 • TEALL)



# Chart not to scale DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 21L/R: Climb direct TEALL (SUU TACAN R-212/7 DME). Then via assigned transition (or assigned route).

HANGTOWN TRANSITION (TEALL 1 • HNW): Turn right and track 349° to intercept SGD VORTAC R-038 at or above 4000. Then via SGD R-038/HNW VOR/DME R-270 to HNW.

Cross SAC VORTAC R-265 at or above 6000.

MANTECA TRANSITION (TEALL 1 • ECA): Turn right and track 060° to intercept ECA VORTAC R-284 at or above 4000 direct ECA.

MUSTANG TRANSITION (TEALL 1 • FMG): Turn right and track 349° to intercept SGD VORTAC R-038 at or above 4000. Then via SGD R-038 and FMG VORTAC R-225 to FMG. Cross SAC VORTAC R-265 at or above 6000.

WILLIAMS TRANSITION (TEALL 1 • ILA): Turn right to intercept ILA VORTAC R-169 to ILA. Cross ILA 47 DME at or above 4000.

L-2-3, H-3

L-4H

IAP

LOS ANGELES

FALLBROOK COMMUNITY AIRPARK (L18) 2 S UTC-8(-7DT) N33°21.25' W117°15.05' **S4** FUEL 100LL 0X 3. 4 TPA-See Remarks NOTAM FILE SAN

RWY 18-36: H2160X60 (ASPH-RFSC) S-12 MIRL 0.4% up NE

RWY 18: VASI(NSTD)-GA 4.0° TCH 20'. RWY 36: Rgt tfc. AIRPORT REMARKS: Attended 1600-0100Z‡. Helicopter/rotocraft fuel or and fueling area west, hill east Part 77 obstruction. No safety

parking unavbl. Military helicopters invof arpt. Administration bldg area avbl due to abrupt drop-off each end of Rwy 18-36. Noise

abatement; tkf climb straight ahead to 1200' MSL, Rwy 18 turn crosswind when abeam water tank 1.1 miles ESE of rwy. Rwy 18 extend downwind leg to allow 1/3 mile final apch. Fly downwind to east of high school. Recommended helicopter tfc pattern is to apch from and depart to the east at 492' AGL directly to the helicopter landing area located on the southeast corner of the airfield. Helicopter pad CLOSED to transient acft.

TPA-1708(1000). Helicopter/rotorcraft traffic pattern 1208(500). Helicopters enter tfc pattern from east on 45° to downwind leg. Helicopter base leg is mid-field. Continue on final leg to southern end of transient ramp, just east of rwy for touch and go opr. Helicopter/rotorcraft rstd to touch and go ops.

Hovers, skid landings and auto-rotations are not permitted. Acft over 12,000 pounds PPR, call arpt manager 760-723-8395. Helicopters are to use the L as their pad. Rwy 36 blast pad marked with chevrons and unusable. Twy hold bars NSTD distance from rwy edge. Rwy 18 NSTD-VASI one box on left side of rwy. MIRL Rwy 18-36 med ints only

avbl. ACTIVATE MIRL Rwy 18-36 and twy lgts-CTAF. COMMUNICATIONS: CTAF/AUNICOM 123.05

SOCAL APP/DEP CON 127.3

RADIO AIDS TO NAVIGATION: NOTAM FILE CRQ.

OCEANSIDE (H) VORTAC 115.3 OCN Chan 100 N33°14.44′ W117°25.06′ 036° 10.8 NM to fld. 90/15E. COMM/NAV/WEATHER REMARKS: Automated UNICOM—3 clicks for arpt advisory and weather, 4 clicks for radio check.

FALL RIVER MILLS (089) UTC-8(-7DT) N41°01.13' W121°26.00' 1 N 3323 В S4 FUEL 100LL TPA-4123(800) NOTAM FILE RIU

RWY 02-20: H5000X75 (ASPH) S-12 5 MIRI

AIRPORT REMARKS: Unattended. Parachute Jumping. Arpt CLOSED periodically winter months due to snow, call arpt manager 530-225-5661 for current conditions. Crop dusters working invof arpt Feb-Oct. ACTIVATE MIRL Rwy 02-20-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.4 (RANCHO MURIETA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE RDD.

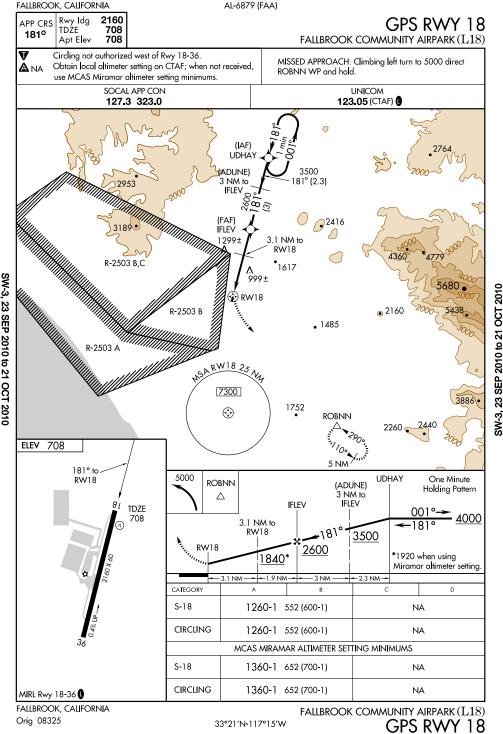
REDDING (T) VOR/DME 108.4 RDD

Chan 21 N40°30.27' W122°17.50' 033° 49.8 NM to fld. 490/18E.

€3 43 €3

H-3B, L-2H, 11A

KLAMATH FALLS



### **CALIFORNIA** 100 FAMOSO POSO-KERN CO (L73) 4 E UTC-8(-7DT) N35°35.78' W119°07.70' LOS ANGELES TPA-1435(800) NOTAM FILE RIU L-3D. 7B RWY 16-34: H3000X60 (ASPH) G G RWY 16: Thid dspicd 210'. Trees. AIRPORT REMARKS: Unattended. Arpt CLOSED to ngt ops. Crop dusting ops prohibited except by PPR arpt manager 661-391-1800. **COMMUNICATIONS: CTAF 122.9** 91 RADIO AIDS TO NAVIGATION: NOTAM FILE BFL. $\infty$ SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07' W119°05.84' 333° 6.9 NM to fld. 548/14E. HIWAS. 8

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3000 X
                                                                       Drag
                                                                       Strip
                                                                                       34
FELLOWS N35°05.59' W119°51.94' NOTAM FILE RIU.
                                                                                                 LOS ANGELES
  (L) VORTAC 117.5 FLW
                        Chan 122 120° 12.8 NM to New Cuyama. 3870/16E.
                                                                                               H-4H, L-3D, 7A
  RCO 122.1R 117.5T (RANCHO MURIETA RADIO).
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FILLMORE N34°21.40′ W118°52.88′
                                     NOTAM FILE HHR.
  (L) VORTAC 112.5 FIM
                        Chan 72
                                   216° 13.6 NM to Camarillo, 2200/15E.
     VOR/DME unusable:
       280°-315° byd 20 NM blo 11,000'
                                                               315°-360° byd 25 NM blo 14,000′
       280°-315° byd 31 NM blo 14,000'
     DME unusable:
       265°-275° bvd 15 NM
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RCO 122.1R 112.5T (HAWTHORNE RADIO).

LOS ANGELES COPTER H-4H, L-3E, 4G, 7B, A FIREBAUGH (F34) 1 W UTC-8(-7DT) N36°51.60′ W120°27.87′ SAN FRANCISCO

B TPA-1007(850) NOTAM FILE RIU L-3C

S-12 MIRL

RWY 12-30: H3102X60 (ASPH) RWY 12: Road. Rgt tfc. RWY 30: VASI(V2L)-GA 3.0° TCH 29'. Road. AIRPORT REMARKS: Unattended. Rwy 30 VASI OTS indef. **COMMUNICATIONS: CTAF 122.9** 

IAP

PANOCHE RCO 122.1R 112.6T (RANCHO MURIETA RADIO)

(R) NORCAL APP/DEP CON 120.95 RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. PANOCHE (L) VORTAC 112.6 PXN Chan 73 N36°42.93′ W120°46.72′ 044° 17.4 NM to fld. 2060/16E.

**FLABOB** (See RIVERSIDE)

**FOLSOM** 

FOLSOM LAKE SPB UTC-8(-7DT) N38°42'26" W121°08'00" (C39)1 N SAN FRANCISCO

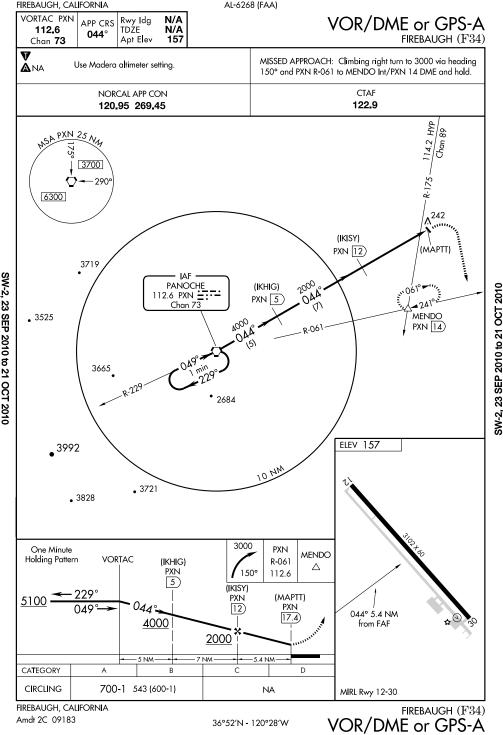
FUEL MOGAS NOTAM FILE RIU Not insp. WATERWAY ALL-WAY: 10000X4000 (WATER)

SEAPLANE REMARKS: Unattended. For fuel call 916-933-1300 during dalgt hrs. Paraglider activity on lake up to 3000' above surface of lake. Pilots be aware of tow lines. P-lines S of main lake and along ridge 1000 yards from

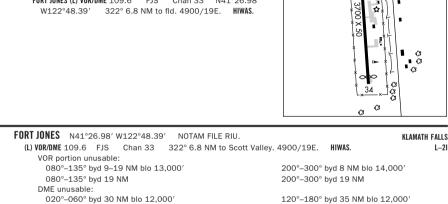
shoreline. Lake level varies from 350' to 466'. No Indg of seaplanes or ultralights when lake elevation is below

380', Call Bureau of Reclamation for current lake elevation at 1-800-742-9474 ext 102, Stay 2000' away from all shorelines. Beaching of acft only on shoreline of peninsula and unoccupied areas. No beaching on day areas at Dyke 8, Beal's Point and Granite Bay.

COMMUNICATIONS: CTAF 122 9



### **CALIFORNIA** 101 FORT BIDWELL (A28) 1 N UTC-8(-7DT) N41°52.59' W120°08.80' KLAMATH FALLS 4602 TPA-5402(800) NOTAM FILE RNO RWY 16-34: 3660X50 (GRVL) RWY 16: Road. RWY 34: Brush. AIRPORT REMARKS: Unattended. No snow removal, Rwy not regularly maintained, gravel and rocks up to 4 inch diameter on rwy. +4' fence, 120' East of rwy centerline for entire length of rwy. COMMUNICATIONS: CTAF 122 9 **FORT JONES** SCOTT VALLEY (A3Ø) 3 S UTC-8(-7DT) N41°33.47′ W122°51.30′ KLAMATH FALLS FUEL 100LL TPA-3528(800) NOTAM FILE RIU 1-21 RWY 16-34: H3700X50 (ASPH) S-12 MIRL RWY 34: Thid dsplcd 200'. Tree. RWY 16: Tree. Rgt tfc. AIRPORT REMARKS: Unattended. Rwy 34 lgtd thid relocated 200' for ngt ops. 3500' of Rwy 16-34 usable at ngt. ACTIVATE MIRL Rwy 16-34-CTAF. COMMUNICATIONS: CTAF/UNICOM 122 8 RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. FORT JONES (L) VOR/DME 109.6 FJS Chan 33 N41°26.98' W122°48.39' 322° 6.8 NM to fld. 4900/19E.



060°-120° byd 20 NM blo 16,000' 180°-290° byd 20 NM blo 16,000′ RCO 122.1R 109.6T (RANCHO MURIETA RADIO)

ROHNERVILLE UTC-8(-7DT) N40°33.24' W124°07.96' (FOT) 3 SE

**FORTUNA** 

KLAMATH FALLS

B TPA-1193(800) NOTAM FILE OAK RWY 11-29: H4005X100 (ASPH) S-30 MIRL 1.3% up SE

RWY 11: REIL. VASI(V4R)—GA 3.0° TCH 45'. Rgt tfc. RWY 29: REIL. AIRPORT REMARKS: Unattended. Deer invof runways. REIL Rwy 29 OTS indef. ACTIVATE MIRL Rwy 11-29—CTAF.

L-2H

IAP COMMUNICATIONS: CTAF 122.9 CRESCENT CITY RCO 122.3 (OAKLAND RADIO)

SEATTLE CENTER APP/DEP CON 124.85

RADIO AIDS TO NAVIGATION: NOTAM FILE ACV.

FORTUNA (L) VORTACW 114.0 FOT Chan 87 N40°40.28′ W124°14.07′ 127° 8.4 NM to fld. 386/19E.

FORTUNA N40°40.28' W124°14.07' NOTAM FILE OAK. KLAMATH FALLS

(L) VORTACW 114.0 FOT Chan 87 015° 9.7 NM to Murray Fld. 386/19E. H-3A, L-2H VOR portion unusable:

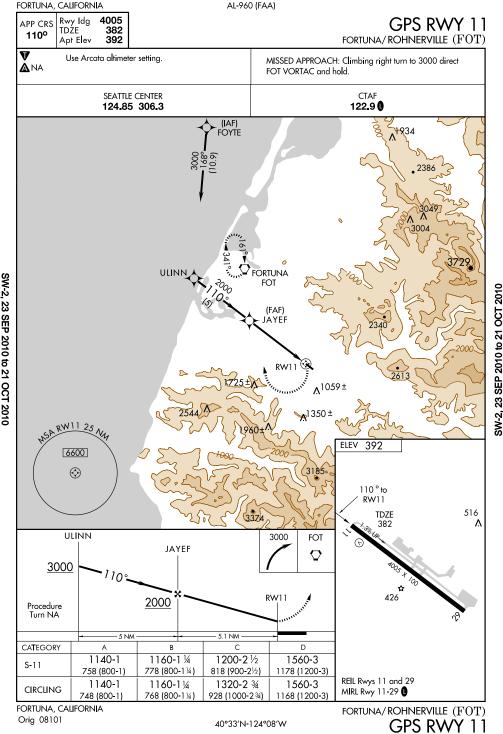
060°-095° byd 35 NM blo 9,500' 280°-295° byd 20 NM all alts.

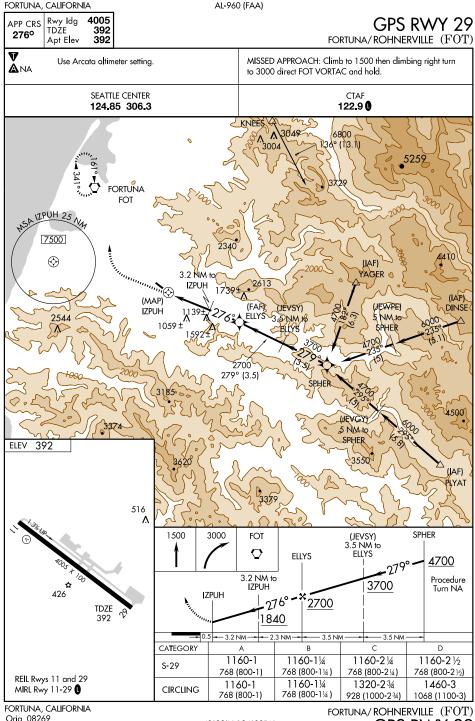
135°-175° byd 20 NM blo 6,500' 295°-350° byd 20 NM blo 3,000'. DME portion unusable

315°-325° byd 15 NM blo 5,500'

050°-070° byd 35 NM blo 9500'

150°-200° byd 20 NM blo 5000'



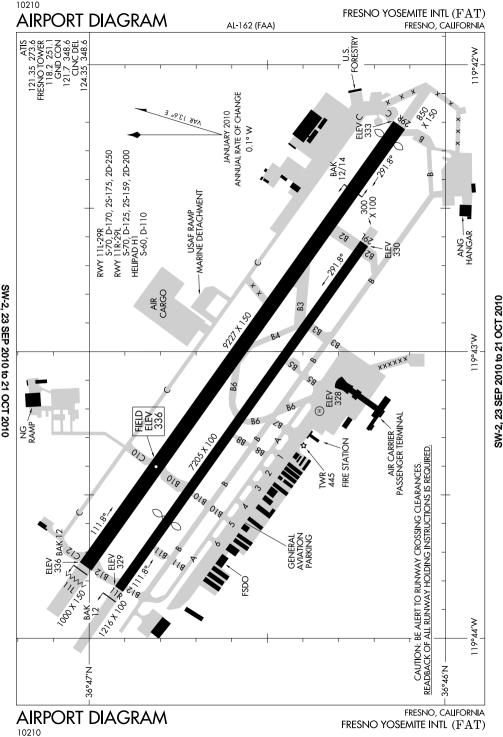


Orig 08269

23 SEP 2010 to 21 OCT 2010

GPS RWY 29

RW



ΙΔΡ ΔΠ

SAN FRANCISCO

SAN FRANCISCO

SAN FRANCISCO

HIWAS. H-3B. L-3C. 9A

### **CALIFORNIA**

FRESNO YOSEMITE INTL (FAT) 5 NE UTC-8(-7DT) N36°46.57′ W119°43.09′

RWY 11L-29R: H9227X150 (ASPH-GRVD) S-70, D-170, 2S-175.

336 B **S4** FUEL 100, JET A OX 1, 3, 4 TPA—See Remarks LRA Class I, ARFF Index B H-3B, L-3C, 9A NOTAM FILE FAT

HIRL CL RWY 11L: REIL, PAPI(P4L)—GA 3.0° TCH 55', Pole.

2D-250

RWY 29R: ALSF2, TDZL, PAPI(P4L)—GA 3.0° TCH 75', Thid dsplcd 312', Road, Rgt tfc.

RWY 11R-29L: H7205X100 (ASPH) S-70, D-125, 2S-159, 2D-200 MIRI

RWY 11R: REIL. Thid dsplcd 1448'. Rgt tfc. RWY 29L: PAPI(P4L)-GA 3.0° TCH 44'.

ARRESTING GEAR/SYSTEM

RWY 11L ← HOOK BAK-12A (107' OVRN)

BAK-14 BAK-12B(B) (1310') RWY 29R

RWY 11R ← HOOK BAK-12A (222' OVRN)

AIRPORT REMARKS: Attended continuously. Numerous birds invof arpt. Possible wake turbulence or wind shear arrival to Rwv 29L or

departure from Rwy 11R. Jet testing conducted at Air National Guard ramp located at SE corner of arpt. Fee for acft over 12.500

lbs, gross weight, Fresno Yosemite Intl is noise sensitive, noise abatement procedure in effect. No multiple apchs and Idgs 0600-1500Z‡ Mon thru Sat, 0200-1800Z‡ Sun. For

Twy A, 40' wide, prior approval required acft over 60,000 pounds gross weight. No intersection departures to the NW except the intersection of Rwy 29R at Twy B2 or during single rwy operations. Rwy 11R 1216' blast pad,

Rwy 29L 300' blast pad. TPA-1303 (967) single engine aircraft; 1803 (1467) multi engine aircraft; 2303 (1967) turbojet; 803(467) helicopters. Rwys 11L and 29R touchdown, midfield, rollout runway visual range avbl.

Lgtd rwy distance remaining markers south side of Rwy 11R-29L. Igtd rwy distance remaining markers both sides of Rwy 11L-29R. Flight Notification Service (ADCUS) available.

COMMUNICATIONS: ATIS 121.35 **IINICOM** 122 95 RCO 122.55 122.2 (RANCHO MURIETA RADIO) R APP/DEP CON 132.35 (091°-239°) 119.6 (240°-090°) 118.5 (S/SE VISALIA AREA)

WEATHER DATA SOURCES: ASOS (559) 255-3413.

TOWER 118.2 GND CON 121.7 CLNC DEL 124.35

I-RPW Chan 50

AIRSPACE: CLASS C svc ctc APP CON RADIO AIDS TO NAVIGATION: NOTAM FILE FAT.

CLOVIS (H) VORTAC 112.9 CZO Chan 76 N36°53.06' W119°48.91' 129° 8 NM to fld. 360/15E.

ILS/DME 111.3 I-FAT Chan 50

LOC only. DME also serves Rwy 29R. TPA-803(467)

ILS/DME 111.3

HELIPAD H1: H70X70 (ASPH) S-60, D-110

SIERRA SKY PARK (E79) 7 NW UTC-8(-7DT) N36°50.41′ W119°52.16′

TPA—1300(979) NOTAM FILE RIU RWY 12-30: H2920X50 (ASPH) RWY 12: Thid dsplcd 330'. Road. Rgt tfc.

AIRPORT REMARKS: Unattended. COMMUNICATIONS: CTAF 122.9

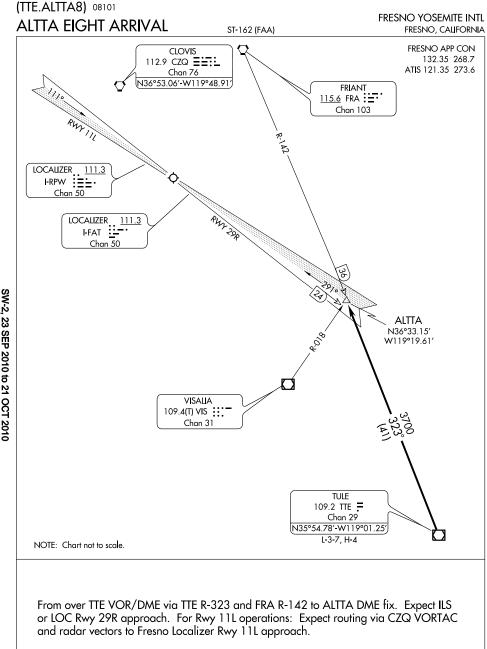
Rwy 29R. Class IIIE.

RWY 30: PAPI(P2L)—GA 3.0° TCH 20'. Thid dsplcd 292'. Road.

DME also serves Rwy 11L.

Rwy 11L. Localizer unusable byd 27° each side of localizer course.

FRIANT N37°06.27′ W119°35.73′ NOTAM FILE RIU. (L) VORTACW 115.6 FRA Chan 103 180° 21.1 NM to Fresno Yosemite Intl. 2380/17E.



LOST COMMUNICATIONS: Rwy 11L: Execute VOR/DME or TACAN Rwy 11L approach.

ALTTA EIGHT ARRIVAL

FRESNO, CALIFORNIA FRESNO YOSEMITE INTL

(OAL1.OAL) 07298 FRESNO YOSEMITE INTL (FAT) COALDALE ONE DEPARTURE SL-162 (FAA) FRESNO, CALIFORNIA ATIS 121.35 273.6 COALDALE CLNC DEL 117.7 OAL : ... 124.35 348.6 Chan 124 **GND CON** N38°00.20′-W117°46.23′ 121.7 348.6 FRESNO TOWER L-9, H-3 118.2 251.1 FRESNO DEP CON 119.6 351.95 **FRIANT** 115.6 FRA Chan 103 **GIVEN** N37°15.96′ W119°07.90′ 14000 **CLOVIS** 112.9 CZQ =:: Chan 76 **TOPPE** N36°53.06′-W119°48.91 N37°03.97' W119°29.49' TAKE-OFF MINIMUMS Rwys 11L/R, 29L/R: Standard with an ATC climb of 340' per NM to 14,000'. NOTE: Rwy 11L, Sign 1731' from departure end of

V

2000

NOTE: Chart not to scale.

SW-2, 23 SEP 2010 to 21 OCT 2010

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11L/R: Climb via 110° heading to 2000′, then climbing left turn via FRA R-160 and CZQ R-040. Thence . . . .

TAKE-OFF RUNWAYS 29L/R: Climb via 290° heading to 2000′, then climbing right turn direct CZQ VORTAC. Thence . . . .

.... Intercept and proceed via CZQ R-040 and OAL R-219 to OAL VORTAC. Cross GIVEN DME at or above 14000'. Expect clearance to filed altitude after GIVEN DME.

# COALDALE ONE DEPARTURE (OAL1.OAL) 07298

2000

rwy, 864' right of centerline, 53' AGL/383' MSL.

NOTE: Rwy 11R, OL on LT 1.5 NM from departure end
of rwy, 293' right of centerline, 386' MSL.

NOTE: Rwy 29L, Tree 2779' from departure end of rwy

rwy, 775' right of centerline, 50' AGL/397' MSL.

on centerline, 63' AGL/392' MSL. NOTE: Rwy 29R, Trees 1298' from departure end of

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11L/R AND 29L/R: Fly runway heading for vectors to assigned route/fix. Expect clearance to filed altitude five minutes after departure.

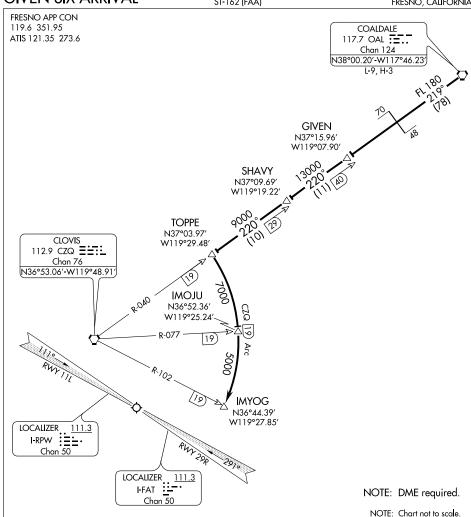
<u>LOST COMMUNICATIONS</u>: If no radio contact for two minutes, aircraft enroute to FRA, MVA, FMG and OAL proceed direct CZQ VORTAC, then direct FRA VORTAC, cross FRA VORTAC at or above 9000', thence via (assigned route) to filed altitude.

SW-2, 23 SEP 2010 to 21 OCT 2010

V

FRESNO YOSEMITE INTL

SW-2, 23 SEP 2010 to 21 OCT 2010



From over OAL VORTAC via OAL R-219 and CZQ R-040 to TOPPE DME fix, thence . . . .

. RWY 11L: arrivals can expect radar vectors from TOPPE DME fix to FRESNO Rwy 11L localizer.

. RWY 29R: south via CZQ 19 DME arc to IMYOG R-102/19 DME, then via radar vectors to intercept the FRESNO ILS Rwy 29R localizer course.

TDZL/CL Rwy 29R FRESNO, CALIFORNIA

HIRL Rwy 11L-29R

MIRL Rwy 11R-29L

REIL Rwys 11L and 11R

291° 4.4 NM

from FAF

S-LOC 29R\*

SIDE STEP

RWY 29L

CIRCLING

36° 47′N-119° 43′W

410

680/24

347 (400-1/2)

740-11/2

820-11/2

484 (500-1/2

(500-11/2)

FRESNO YOSEMITE INTL (KFA)

410

(400-34)

740-2%

1140-2¾ 804 (900-2¾)

(500-2%)

SW-2, 23 SEP 2010 to 21 OCT 2010

347

680/40

740-2

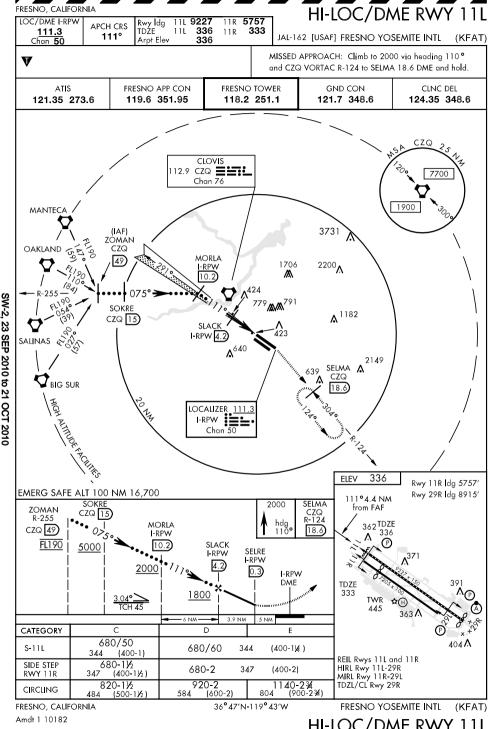
(500-2)

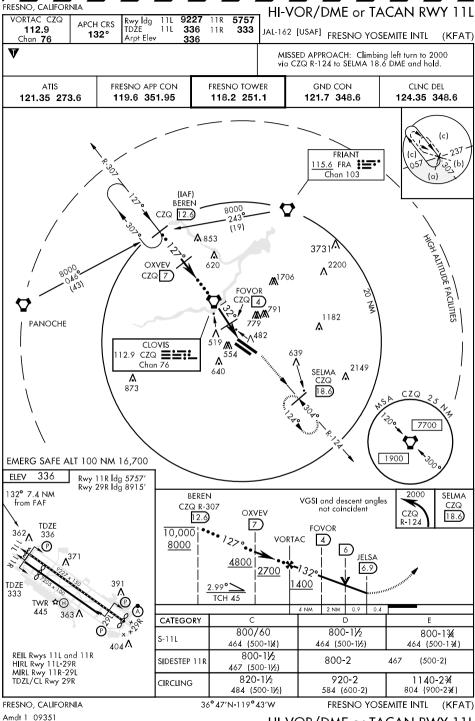
920-2

584 (600-2)

410

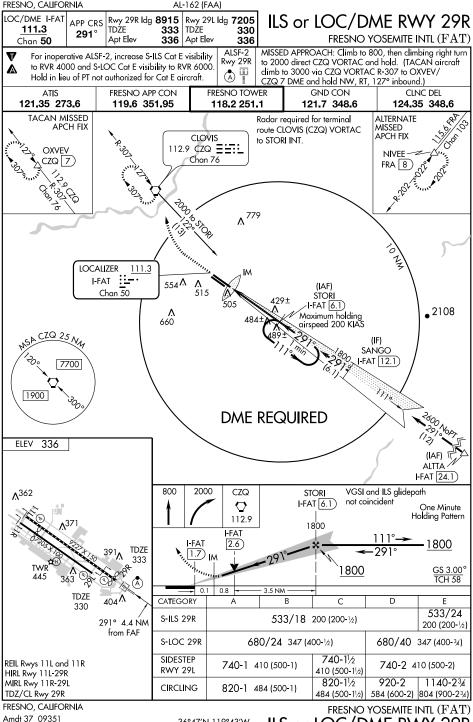
23 SEP 2010 to 21 OCT 2010





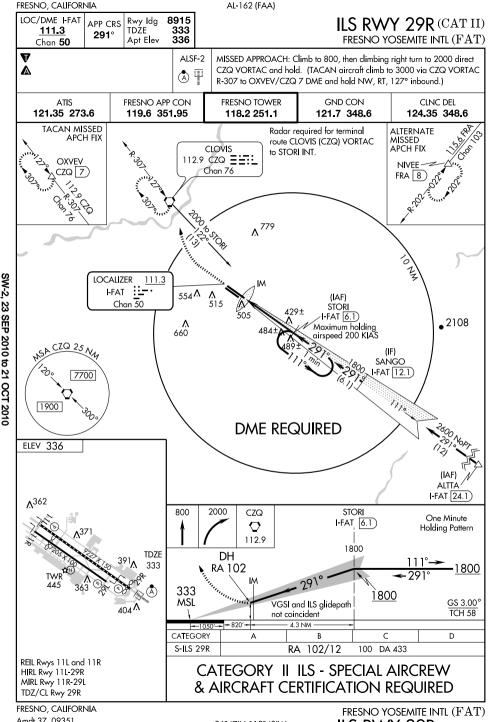
23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



23 SEP 2010 to 21 OCT 2010

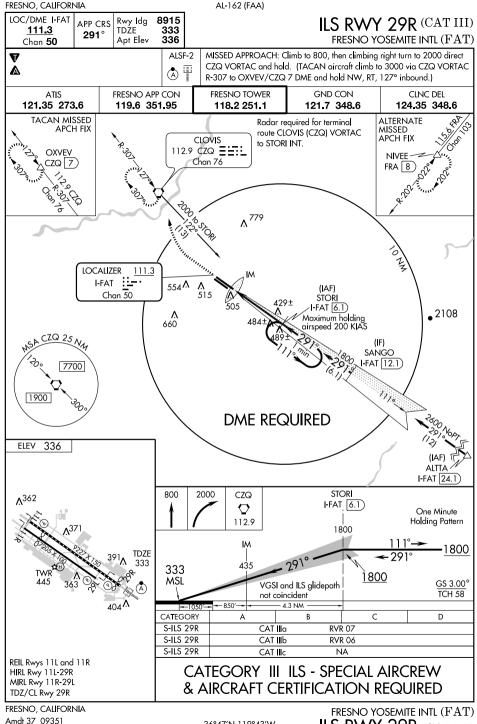
ILS or LOC/DME RWY 29R



Amdt 37 09351

SW-2,

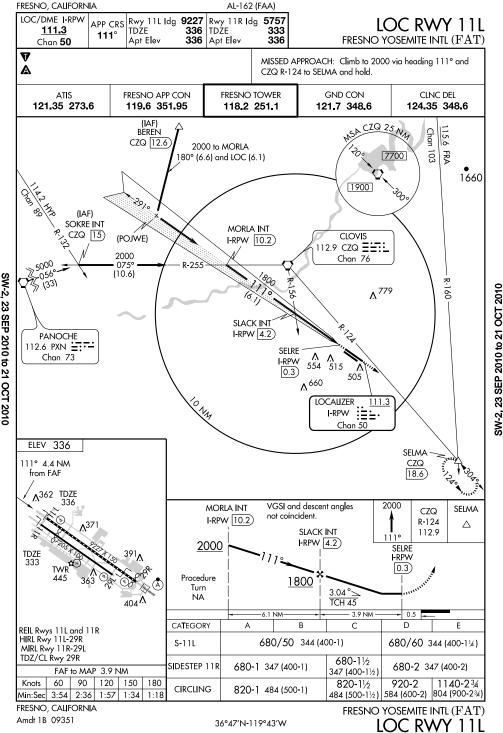
ILS RWY 29R (CAT II)

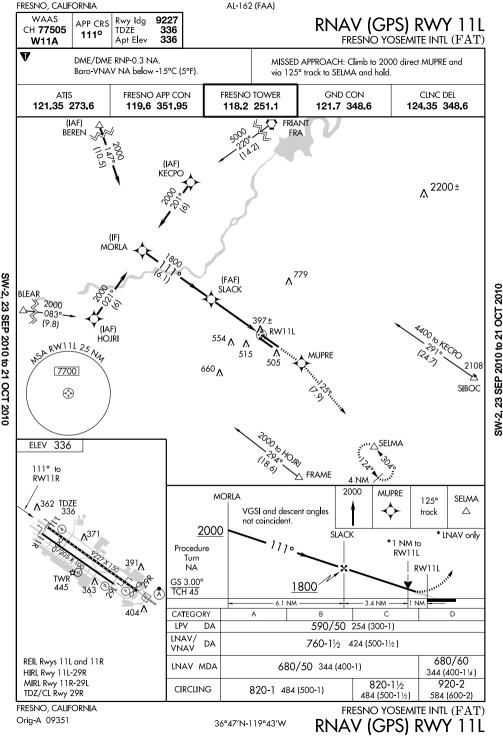


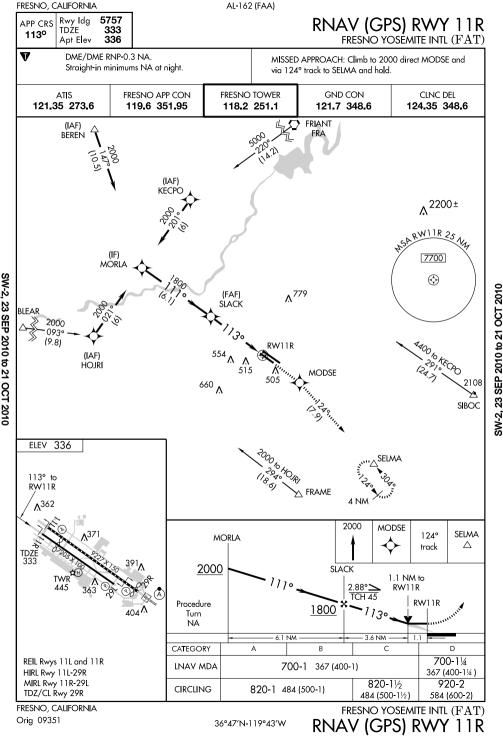
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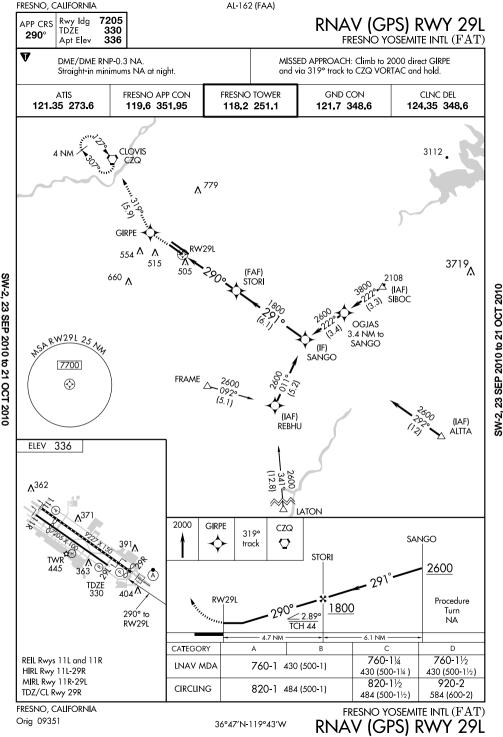
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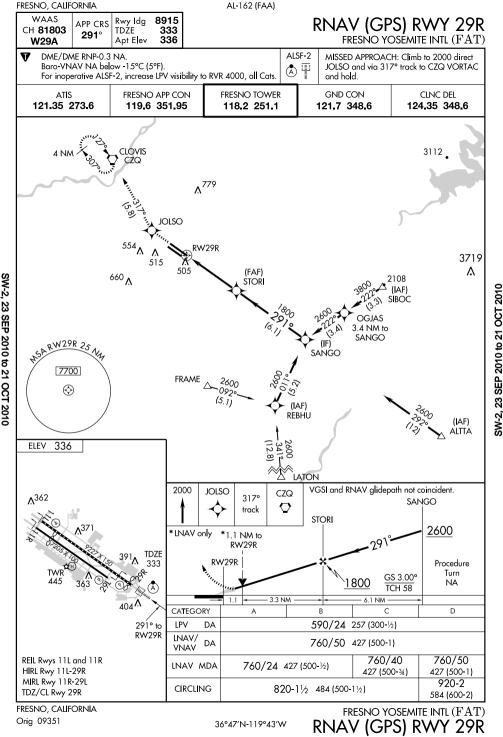
ILS RWY 29R (CAT III)

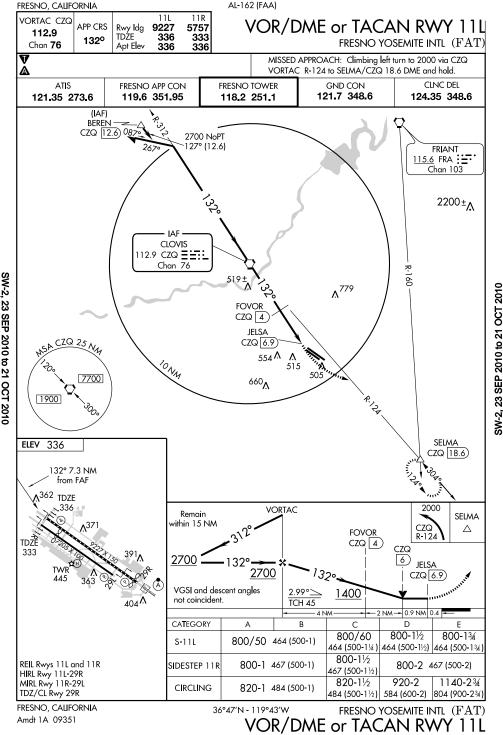


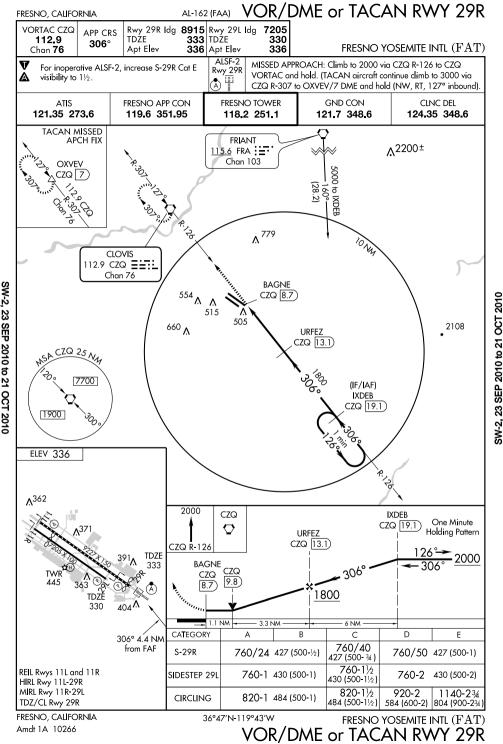


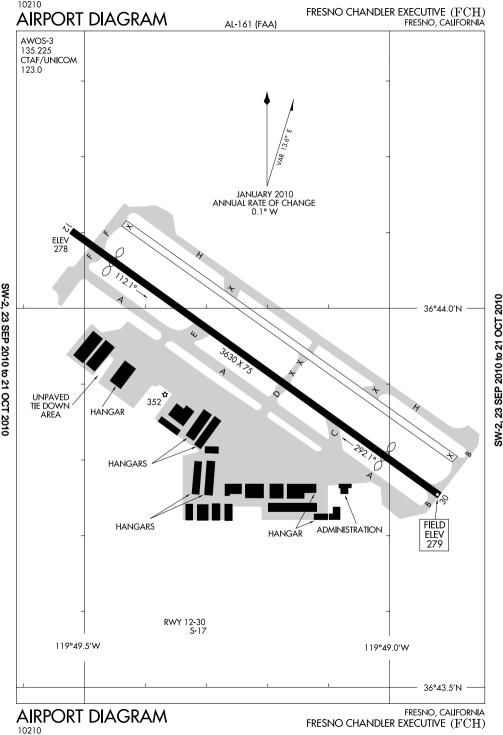












102 **CALIFORNIA** 

4 SE UTC-8(-7DT)

S = 30

N38°18 24' W121°25 76'

N38°26.62′ W121°33.10′

2 W UTC-8(-7DT) N36°43.93' W119°49.22'

ß

SAN FRANCISCO

SAN FRANCISCO

L-3C. 9A

IAP. AD

C3

G

C C

128° 10.2 NM to fld. 10/17E.

L-2F. 3A

RWY 18-36: H3240X60 (ASPH) RWY 18: Fence. RWY 36: Thid dspicd 255', Rgt tfc.

RWY 09-27: H3100X60 (ASPH) S - 30

(F72)

TPA-1021(1000) NOTAM FILE RIU

RWY 09: P-line. Rgt tfc. RWY 27: Thid dsplcd 70', P-line.

AIRPORT REMARKS: Unattended. Ultralights activity invof arpt. Monitor 122.9 within 5 miles. Extensive student

helicopter and fixed wing training in area. Conduct helicopter training N of Rwy 09 and W of Rwy 36. Avoid overflight of detention facility on E side of arpt except in emerg, Calm wind Rwy 18, All rwys limited to 15,000

(See HOLLISTER)

(FCH)

lbs gross weight. COMMUNICATIONS: CTAF 122.9

FRANKLIN FIELD

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

FRAZIER LAKE AIRPARK

SACRAMENTO (H) VORTACW 115.2 Chan 99 SAC HIWAS.

FREDRICK SHERMAN FLD (See SAN CLEMENTE ISLAND NALF)

FRENCH VALLEY (See MURRIETA/TEMECULA)

FRESNO CHANDLER EXECUTIVE

# **FRESNO**

B S2 FUEL 100LL, JET A NOTAM FILE FCH RWY 12-30: H3630X75 (ASPH) S-17 MIRI

RWY 12: REIL. VASI(V2L). Thid dsplcd 418'. Road. Rgt tfc. RWY 30: REIL, PAPI(P4R), Thid dspicd 540', Road.

AIRPORT REMARKS: Attended 1600-0100Z‡. Numerous birds in vicinity of arpt. Rwy 30 calm wind rwy when wind reported by AWOS less

than 5 knots. Practice landings and low apchs and touch and go ldg or stop-and-go ops authorized only between 1500-0600Z‡. Rwy 12 practice landings and low apchs and touch and go ldg or stop-and-go ops not permitted due to noise sensitive residential areas SE of arpt. After tkf climb on rwy heading until passing 800' MSL, for safety and noise abatement initial climb out at best

rate-of-climb recommended. Fee for acft over 12,500 pounds gross weight. ACTIVATE MIRL Rwy 12R-30L, REIL Rwy 12R and

WEATHER DATA SOURCES: AWOS-3 135.225 (559) 488-1040. COMMUNICATIONS: CTAF/UNICOM 123.0

Rwy 30L and taxiway Igts-CTAF.

(R) APP CON 119.0 119.6

CHANDLER NDB (HW) 344

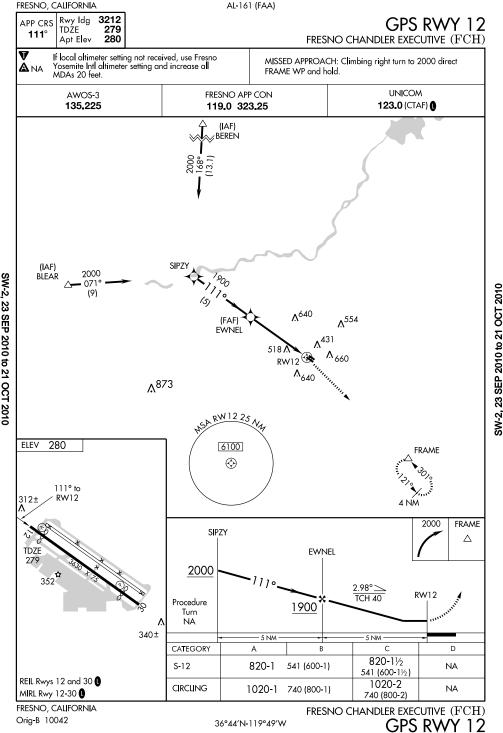
(R) nep con 119 0

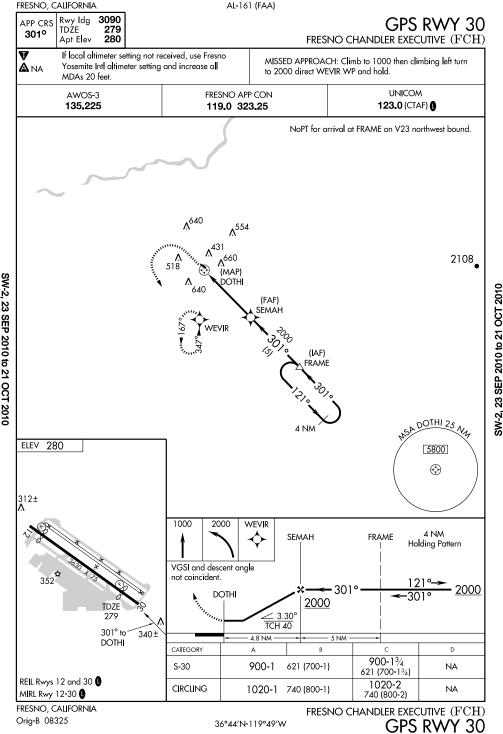
RADIO AIDS TO NAVIGATION: NOTAM FILE FAT.

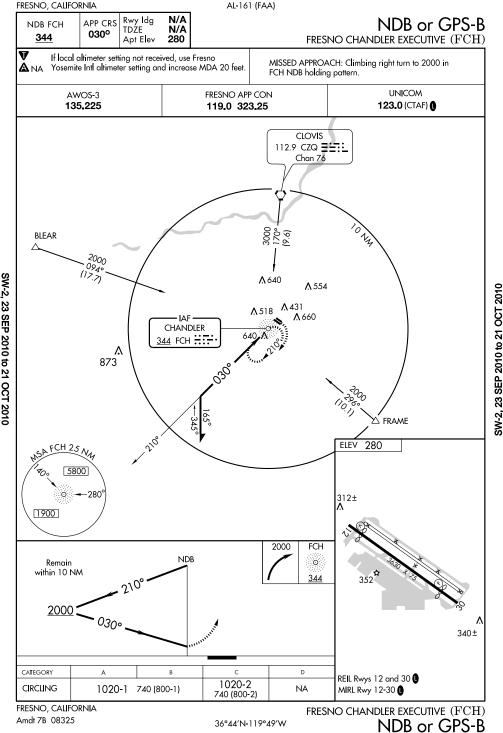
CLOVIS (H) VORTAC 112.9 CZO Chan 76 N36°53.06' W119°48.91' 167° 9.1 NM to fld. 360/15E.

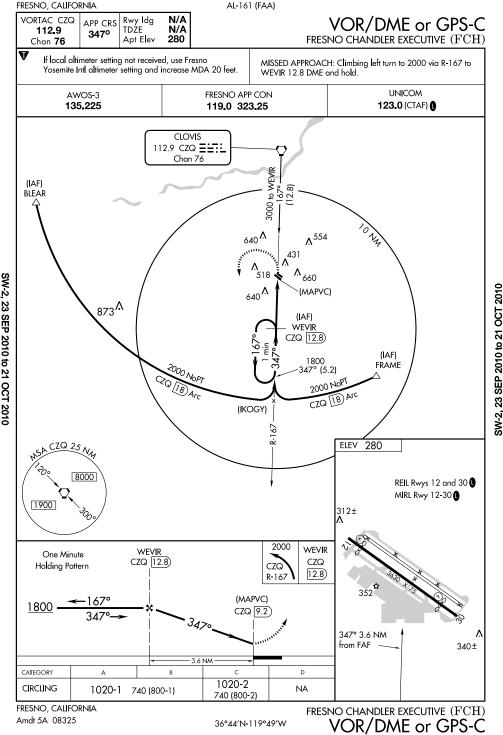
FCH N36°43.44' W119°50.02' NDB unusable 200°-230° beyond 40 NM blo 8500′

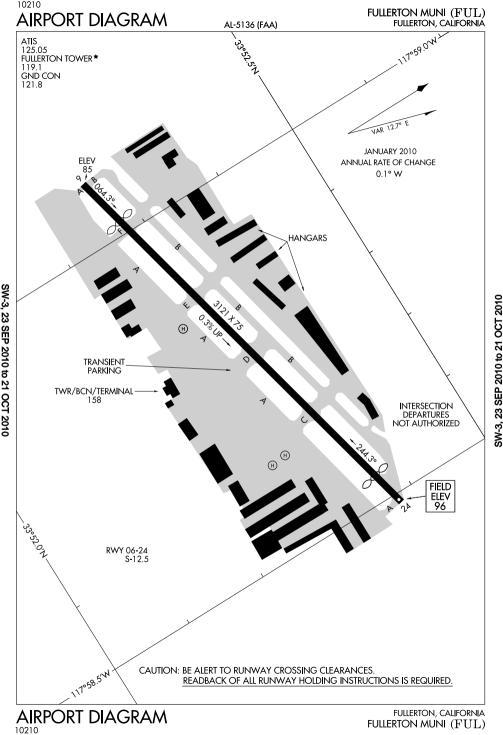
at fld. NOTAM FILE FCH. Unmonitored.









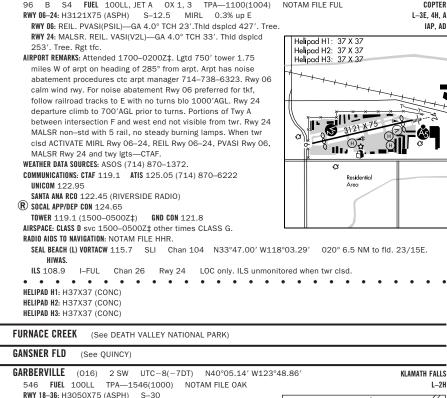


104 CALIFORNIA

3 W UTC-8(-7DT)

(FUL)

FULLERTON MUNI



N33°52.32′ W117°58.79′

RWY 18: Thid dspled 80', Hill. RWY 36: Ground, Rgt tfc, Trees.

COMMUNICATIONS: CTAF 122.9

RCO 122.3 (OAKLAND RADIO)

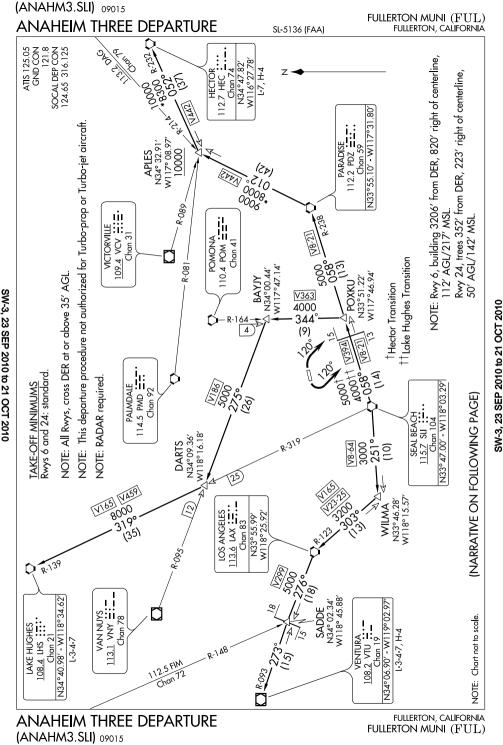
RADIO AIDS TO NAVIGATION: NOTAM FILE ACV.

AIRPORT REMARKS: Unattended. 100LL fuel avbl with credit card 24 hours. Day use only; CLOSED ngts. Terrain slopes up from the end of Rwy 36 approximately 12' before dropping off.

FORTUNA (L) VORTACW 114.0 FOT Chan 87 N40°40.28' W124°14.07′ 132° 40.1 NM to fld. 386/19E.

¢ €3 €3 €3 Œ G G G Ø

INS ANGELES



SL-5136 (FAA)

FULLERTON MUNI (FTJL) FULLERTON, CALIFORNIA

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Turn right heading 120° for radar vectors to SLI VORTAC.

Thence. . . .

TAKE-OFF RUNWAY 24: Turn left heading 120° for radar vectors to SLI VORTAC. Thence. . . .

. .via (transition) or (assigned route). Maintain 2000 feet. Expect clearance to

filed altitude 10 minutes after departure.

HECTOR TRANSITION (ANAHM3.HEC): From over SLI VORTAC via SLI R-058 and

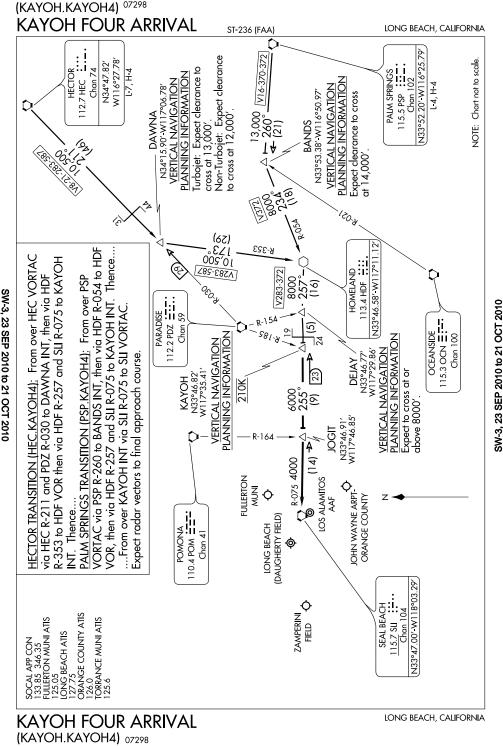
PDZ R-238 to PDZ VORTAC, then via PDZ R-012 and HEC R-232 to HEC VORTAC.

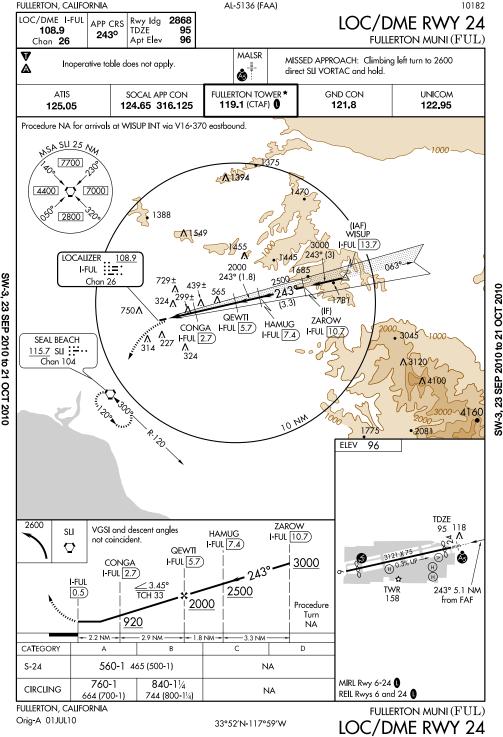
LAKE HUGHES TRANSITION (ANAHM3.LHS): From over SLI VORTAC via SLI R-058 and PDZ R-238 to POXKU INT, then via POM R-164 to BAYJY INT, then via VNY R-095

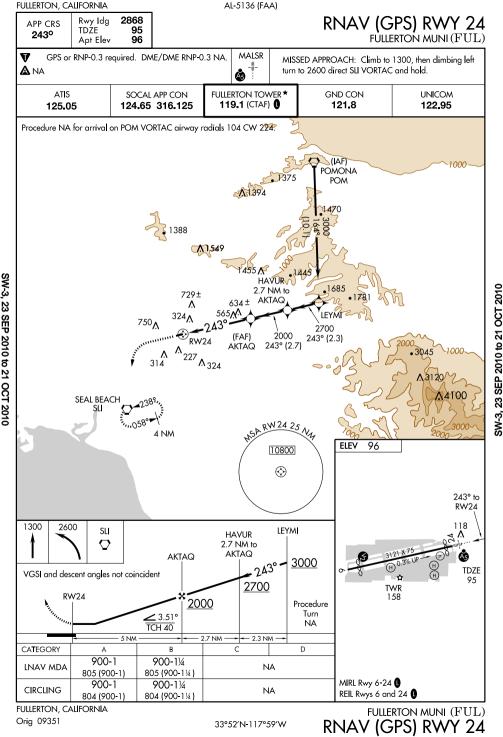
to DARTS INT. Thence via SLI R-319 and LHS R-139 to LHS VORTAC.

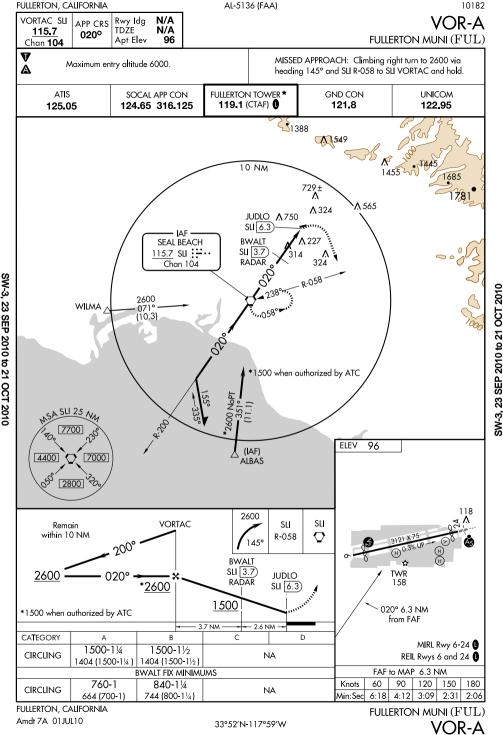
VENTURA TRANSITION (ANAHM3.VTU): From over SLI VORTAC via SLI R-251 to WILMA INT, then via LAX R-123 to LAX VORTAC, then via LAX R-276 and VTU R-093

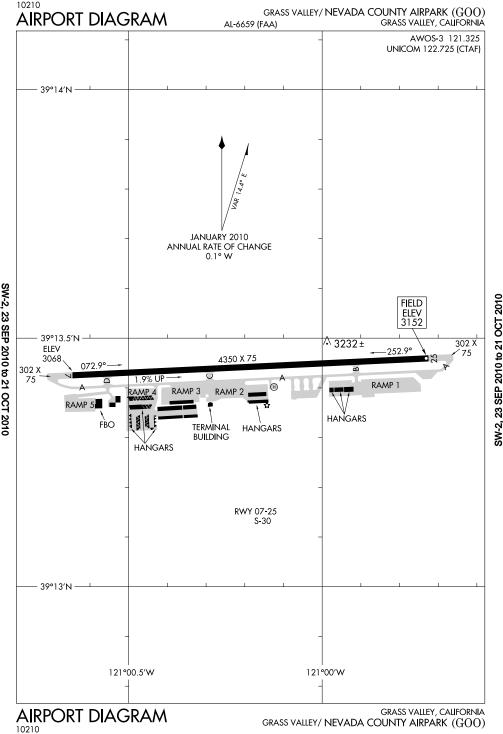
to VTU VOR/DME.











### **CALIFORNIA** 106

**GRASS VALLEY** NEVADA CO AIR PARK (GOO) 3 E UTC-8(-7DT) N39°13.44′ W121°00.19′ S4 FUEL 100LL JET A TPA-4152(1000)

S-30

RWY 07: REIL. VASI(V4L)-GA 3.0° TCH 40'. Trees. RWY 25: REIL, VASI(V2L)-GA 3.5° TCH 37', Pole. €3 3 €3 AIRPORT REMARKS: Attended 1600-0100Z±. May-Oct 1600-0200Z±. Rwy 07 CLOSED for tkf at ngt and Rwy 25 CLOSED for ldg at ngt. Ø Watch for air tankers July-Oct, Rwy 07-25 slopes downhill to west, recommend take off Rwy 25. Due to rwy gradient width and

MIRL 1.9% up E

**(3** crosswinds use of Rwy 07-25 not recommended for student solo cross-country flights. E acft tiedown apron 12,500 pounds maximum, ACTIVATE MIRL Rwv 07-25, VASI Rwv 07 and Rwv 4350 X 75 25-CTAF WEATHER DATA SOURCES: AWOS-3 121.325 (530) 273-0029. æ COMMUNICATIONS: CTAF/UNICOM 122.725 NORCAL APP/DEP CON 125.4 RADIO AIDS TO NAVIGATION: NOTAM FILE MYV €3 MARYSVILLE (T) VOR/DME 110.8 N39°05.92' MYV Chan 45 **(3** W121°34.38′ 058° 27.6 NM to fld. 62/16E. €3 €3 Ø

MIRL

#### **GROVELAND** PINE MOUNTAIN LAKE

**GRAVELLY VALLEY** 

RWY 07-25: H4350X75 (ASPH)

#### **S4**

3 NE UTC-8(-7DT) N37°51.70' W120°10.71' (E45)

(See UPPER LAKE)

FUEL 100LL TPA-3933(1000) RWY 09-27: H3624X50 (ASPH)

S-12

RWY 09: VASI(V2L)-GA 4.5° TCH 16'. Trees. AIRPORT REMARKS: Unattended, Fuel 24 hr self-service, Arpt advisories unavailable through UNICOM, Deer on and

invof arpt at all times. Electrified 6' high frangible deer fence on both sides of rwy between rwy and twy. PAPI

Rwy 27 unusable byd 7° left and right of centerline. ACTIVATE MIRL Rwy 09-27-CTAF. Fee for overnight parking.

Transient parking avbl. **COMMUNICATIONS: CTAF 122.9 NAKIAND CENTER APP/DEP CON 121 25** 

RADIO AIDS TO NAVIGATION: NOTAM FILE MOD. MODESTO (H) VOR/DME 114.6 MOD

**GUADALUPE** N34°57.14′ W120°31.29′ (T) VOR 111.0 GLJ 119° 4.5 NM to Santa Maria Pub/Capt G Allan Hancock Fld.

VOR unusable 300°-325° beyond 10 NM below 3000'. RCO 122.1R 111.0T (HAWTHORNE RADIO). **GUALALA** 

OCEAN RIDGE (E55) 3 N UTC-8(-7DT)940 NOTAM FILE OAK RWY 13-31: H2500X50 (ASPH) S-8 LIRL

RWY 13: Thid dspicd 400'. Trees. AIRPORT REMARKS: Unattended, Arpt avbl for use from 1400-0600Z only, CLOSED all other hours. Deer frequently

on rwy. Rwy 13-31 CLOSED at night. Rwy 13-31 CLOSED to jets and ultralights. Rwy 13-31 CLOSED to acft over 8,000 lbs. Rwy 13-31 CLOSED to touch and go landings. Rwy 13 +60-90' trees 0-200' from thid, 125' left and rgt, and Rwy 31 +60-90' trees 0-200' from thid, 125' left and rgt. Acft not visible from opposite ends of rwy

only call 707-884-3573/3579. COMMUNICATIONS: CTAF/UNICOM 122 8

RWY 31: Thid dspicd 300'. Trees. Rgt tfc.

N38°48.10' W123°31.84'

NOTAM FILE HHR.

due to downward sloping terrain from rwy midpoint south to rwy apch end of Rwy 31 (approximately 15' drop). Full stop landings only, intersection takeoffs prohibited. Rwy safety areas have protruding or depressed drainage areas. Safety area South end has 100+ ft dropoff. Rwy 13-31 undulated. Extreme turbulence in windy conditions. Calm wind Rwy 31. Rwy 13-31 NSTD dsplcd thld markings yellow. NSTD rwy lgts for emergency use

NOTAM FILE RIU

1.1% up SE

Chan 93 N37°37.64' W120°57.47'

052° 39.7 NM to fld. 90/17E.

RWY 27: PAPI(P2L)-GA 4.0° TCH 37', Trees, Rgt tfc.

SAN FRANCISCO

**43** 

L-2G. 3A

IAP. AD

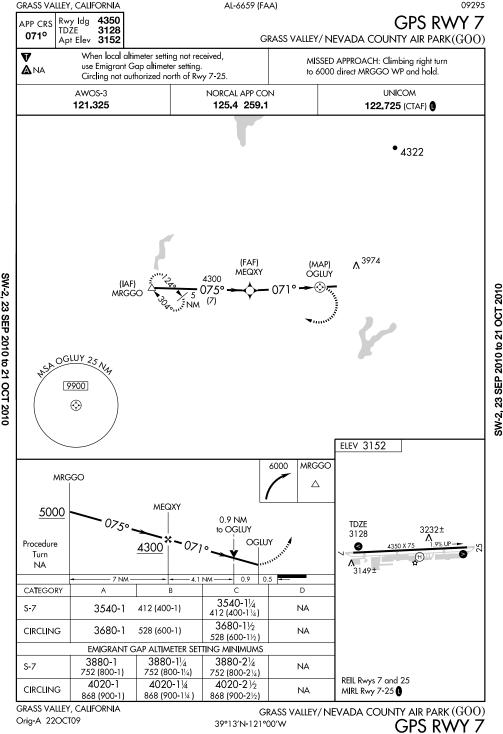
*(*3

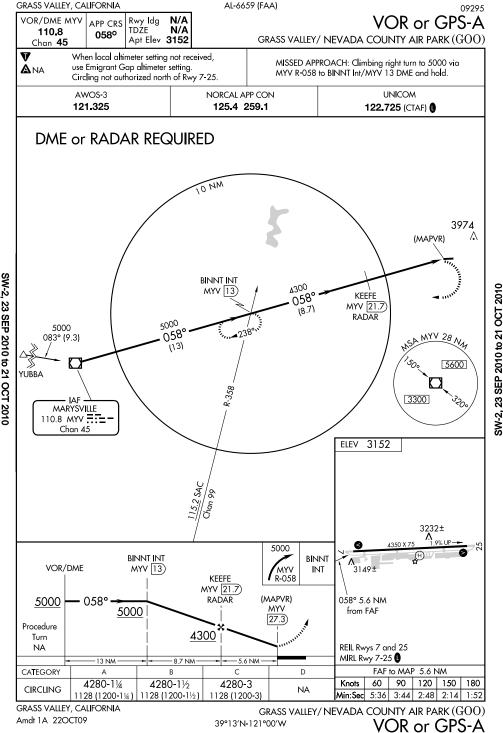
LOS ANGELES L-3D, 4F, 7A

SAN FRANCISCO

SAN FRANCISCO 1-3B IAP

€3





### **CALIFORNIA** 106

**GRASS VALLEY** NEVADA CO AIR PARK (GOO) 3 E UTC-8(-7DT) N39°13.44′ W121°00.19′ S4 FUEL 100LL JET A TPA-4152(1000)

S-30

RWY 07: REIL. VASI(V4L)-GA 3.0° TCH 40'. Trees. RWY 25: REIL, VASI(V2L)-GA 3.5° TCH 37', Pole. €3 3 €3 AIRPORT REMARKS: Attended 1600-0100Z±. May-Oct 1600-0200Z±. Rwy 07 CLOSED for tkf at ngt and Rwy 25 CLOSED for ldg at ngt. Ø Watch for air tankers July-Oct, Rwy 07-25 slopes downhill to west, recommend take off Rwy 25. Due to rwy gradient width and

MIRL 1.9% up E

**(3** crosswinds use of Rwy 07-25 not recommended for student solo cross-country flights. E acft tiedown apron 12,500 pounds maximum, ACTIVATE MIRL Rwv 07-25, VASI Rwv 07 and Rwv 4350 X 75 25-CTAF WEATHER DATA SOURCES: AWOS-3 121.325 (530) 273-0029. æ COMMUNICATIONS: CTAF/UNICOM 122.725 NORCAL APP/DEP CON 125.4 RADIO AIDS TO NAVIGATION: NOTAM FILE MYV €3 MARYSVILLE (T) VOR/DME 110.8 N39°05.92' MYV Chan 45 **(3** W121°34.38′ 058° 27.6 NM to fld. 62/16E. €3 €3 Ø

MIRL

#### **GROVELAND** PINE MOUNTAIN LAKE

**GRAVELLY VALLEY** 

RWY 07-25: H4350X75 (ASPH)

#### **S4**

3 NE UTC-8(-7DT) N37°51.70' W120°10.71' (E45)

(See UPPER LAKE)

FUEL 100LL TPA-3933(1000) RWY 09-27: H3624X50 (ASPH)

S-12

RWY 09: VASI(V2L)-GA 4.5° TCH 16'. Trees. AIRPORT REMARKS: Unattended, Fuel 24 hr self-service, Arpt advisories unavailable through UNICOM, Deer on and

invof arpt at all times. Electrified 6' high frangible deer fence on both sides of rwy between rwy and twy. PAPI

Rwy 27 unusable byd 7° left and right of centerline. ACTIVATE MIRL Rwy 09-27-CTAF. Fee for overnight parking.

Transient parking avbl. **COMMUNICATIONS: CTAF 122.9 NAKIAND CENTER APP/DEP CON 121 25** 

RADIO AIDS TO NAVIGATION: NOTAM FILE MOD. MODESTO (H) VOR/DME 114.6 MOD

**GUADALUPE** N34°57.14′ W120°31.29′ (T) VOR 111.0 GLJ 119° 4.5 NM to Santa Maria Pub/Capt G Allan Hancock Fld.

VOR unusable 300°-325° beyond 10 NM below 3000'. RCO 122.1R 111.0T (HAWTHORNE RADIO). **GUALALA** 

OCEAN RIDGE (E55) 3 N UTC-8(-7DT)940 NOTAM FILE OAK RWY 13-31: H2500X50 (ASPH) S-8 LIRL

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on rwy. Rwy 13-31 CLOSED at night. Rwy 13-31 CLOSED to jets and ultralights. Rwy 13-31 CLOSED to acft over 8,000 lbs. Rwy 13-31 CLOSED to touch and go landings. Rwy 13 +60-90' trees 0-200' from thid, 125' left and rgt, and Rwy 31 +60-90' trees 0-200' from thid, 125' left and rgt. Acft not visible from opposite ends of rwy

only call 707-884-3573/3579. COMMUNICATIONS: CTAF/UNICOM 122 8

RWY 31: Thid dspicd 300'. Trees. Rgt tfc.

N38°48.10' W123°31.84'

NOTAM FILE HHR.

due to downward sloping terrain from rwy midpoint south to rwy apch end of Rwy 31 (approximately 15' drop). Full stop landings only, intersection takeoffs prohibited. Rwy safety areas have protruding or depressed drainage areas. Safety area South end has 100+ ft dropoff. Rwy 13-31 undulated. Extreme turbulence in windy conditions. Calm wind Rwy 31. Rwy 13-31 NSTD dsplcd thld markings yellow. NSTD rwy lgts for emergency use

NOTAM FILE RIU

1.1% up SE

Chan 93 N37°37.64' W120°57.47'

052° 39.7 NM to fld. 90/17E.

RWY 27: PAPI(P2L)-GA 4.0° TCH 37', Trees, Rgt tfc.

SAN FRANCISCO

**43** 

L-2G. 3A

IAP. AD

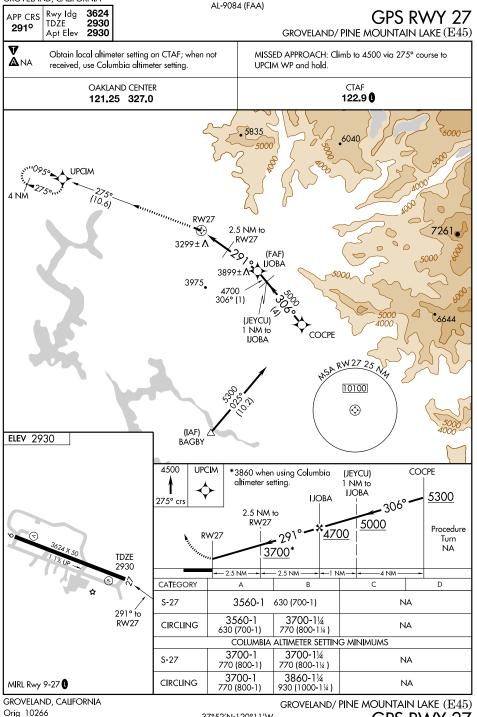
*(*3

LOS ANGELES L-3D, 4F, 7A

SAN FRANCISCO

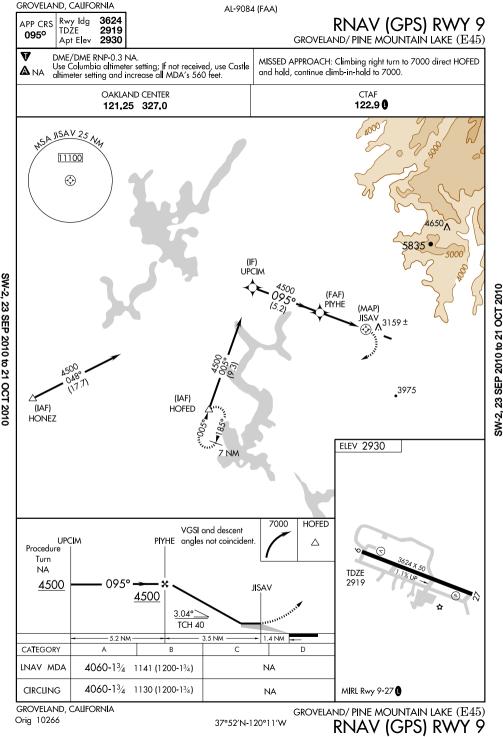
SAN FRANCISCO 1-3B IAP

€3



GROVELAND, CALIFORNIA

23 SEP 2010 to 21 OCT 2010



N37°15.64' W120°57.86'

209-854-1010 and page Public Works. Bird activity invof arpt. Rwy 36 P-line not easily discernible from the air.

UTC-8(-7DT) N37°30.81' W122°30.07'

AIRPORT REMARKS: Attended 1600-0100Z‡. Fuel avbl 24 hrs self service. Arpt noise sensitive areas NW through NE. No straight-in apphs, departures climb to 433' AGL before turning. No intersection tkfs, stop and go landings, or taxi back on rwy. Twys, aprons and tiedowns 12,500 lbs maximum, ACTIVATE MIRL Rwy 12-30, REIL Rwy 30.

S-30, D-200, 2D-360

TPA-875(800) NOTAM FILE RIU

FUEL 100LL TPA-999(933) NOTAM FILE OAK

SF0

MIRI

AIRPORT REMARKS: Unattended. For fuel between 1600-0030Z± call 209-854-6471, after 0030Z± call

S-12

MIRL Rwv 18-36 preset low ints, to increase ints ACTIVATE CTAF.

SAN FRANCISCO L-2F. 3B

SAN FRANCISCO

IAP

L-3A

H-3B, L-2F, 3B, A

MODESTO (H) VOR/DME 114.6 MOD Chan 93 N37°37.64′ W120°57.47′ 164° 22.0 NM to fld. 90/17E. HAIGH FLD (See ORLAND)

5 NW

WEATHER DATA SOURCES: AWOS-3 127.275 (650) 728-5649.

RWY 12: PAPI(P2L)—GA 3.0° TCH 24'. Thid dspicd 763'. Trees. RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Thid dspicd 763'. Trees. Rgt tfc.

RADIO AIDS TO NAVIGATION: NOTAM FILE MOD.

(HAF)

RWY 12-30: H5000X150 (ASPH-CONC)

PAPI Rwy 12 and PAPI Rwy 30-122.8.

RADIO AIDS TO NAVIGATION: NOTAM FILE SFO. SAN FRANCISCO (L) VORW/DME 115.8

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) NORCAL APP/DEP CON 135.1

RWY 14-32: H5175X75 (ASPH)

Rwy 14 and Rwy 32-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 R FRESNO APP/DEP CON 123.9

RADIO AIDS TO NAVIGATION: NOTAM FILE VIS. VISALIA (T) VOR/DME 109.4

2 E UTC-8(-7DT)

GUSTINE

(301)

RWY 18: Road.

HALF MOON RAY

HALSEY FLD

HANFORD MUNI

FUEL 100LL

RWY 18-36: H3200X60 (ASPH)

COMMUNICATIONS: CTAF 122 9

S4

AIRPORT REMARKS: Attended 1600-0100Z‡. Fuel self-svc avbl 24 hrs. PAPI Rwv 14 unusable bvd 1 NM, PAPI Rwv 32 unusable bvd 2

(See NORTH ISLAND NAS)

240 B S4 **FUEL** 100LL, JET A TPA—1240(1000)

VIS

W119°28.93' 231° 7.7 NM to fld. 260/16E.

Chan 31

S-30, D-45 RWY 14: PAPI(P4R)-GA 3.5° TCH 40'. Road. RWY 32: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Rgt tfc.

NM. After dark ACTIVATE MIRL Rwy 14-32 and REIL Rwy 32, PAPI WEATHER DATA SOURCES: ASOS 134.75 (559) 585-8076.

Chan 105 N37°37.17′ W122°22.43′ 207° 8.8 NM to fld. 13/17E. (HJO) 1 SE UTC-8(-7DT) N36°19.00' W119°37.66' SAN FRANCISCO H-4H, L-3C, 9A NOTAM FILE HJO

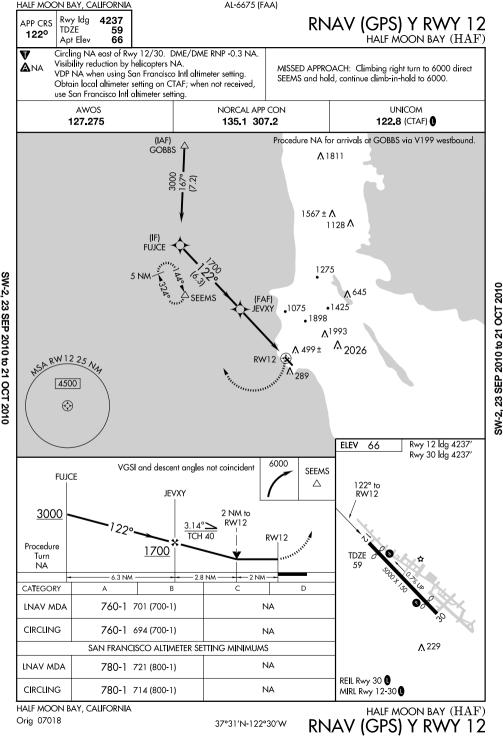
MIRL 0.7% up NW

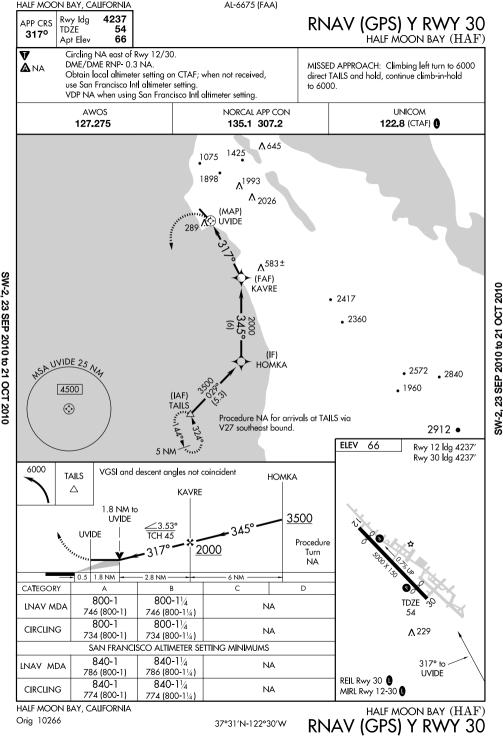
HANGTOWN N38°43.48′ W120°44.96′ NOTAM FILE RIU. SAN FRANCISCO (L) VOR/DME 115.5 HNW Chan 102 at Placerville, 2583/17E.

N36°22.04'

VOR unusable: 200°-260° beyond 15NM below 9500' 320°-350° beyond 10NM below 6000' 320°-350° beyond 25NM below 14.500'

RCO 122 1R 115 5T (RANCHO MURIETA RADIO)





W12A

SW-2, 23 SEP 2010 to 21 OCT 2010

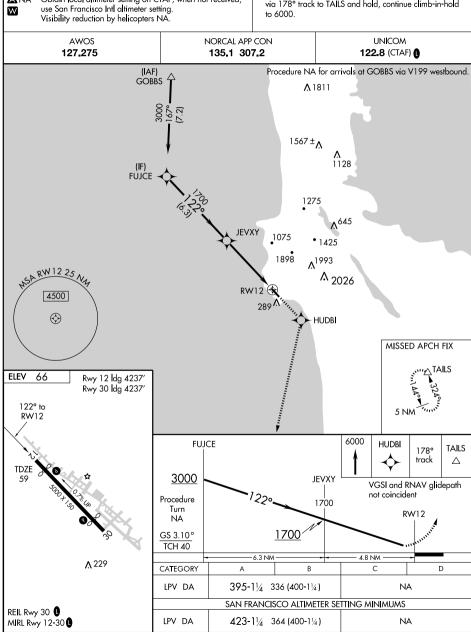
122°

Rwy Idg 4237 TDŻE 59 Apt Elev 66

# RNAV (GPS) Z RWY 12 HALF MOON BAY (HAF)

77 DME/DME RNP- 0.3 NA.  $\mathbf{A}$ NA Obtain local altimeter setting on CTAF; when not received,

MISSED APPROACH: Climb to 6000 direct HUDBI and via 178° track to TAILS and hold, continue climb-in-hold to 6000.



HALF MOON BAY, CALIFORNIA

Orig 07018

37°31′N-122°30′W

RNAV (GPS) Z RWY 12

HALF MOON BAY (HAF)

WAAS Rwy Idg 4237 RNAV (GPS) Z RWY 30 APP CRS CH **50302** 54 TDŻE 302° HALF MOON BAY (HAF) 66 W30A Apt Elev 77 DME/DME RNP- 0.3 NA. MISSED APPROACH: Climb to 6000 direct LAYKI Obtain local altimeter setting on CTAF; when not received, and via 267° track to SEEMS and hold, continue W use San Francisco Intl altimeter setting. climb-in-hold to 6000. **AWOS** NORCAL APP CON **UNICOM** 127.275 135.1 307.2 122.8 (CTAF) 0 Procedure NA for arrivals at SAPID via V25-V87 southeast bound. 1275. 5 NM **SEEMS ∧** 645 1425 1075 1898 **∧**1993 ۸ <sub>2026</sub> 289 1 Λ<sup>2204 ±</sup> · 2417 WOHL RW30 25 NZ 2360 4500 (IF)  $\bigcirc$ 2572 2840 . 1960 ELEV 66 Rwy 12 ldg 4237' . 2912 Rwy 30 ldg 4237' 3231 • 2359 (IAF) SAPID 6000 Procedure LAYKI **JUMDA SEEMS** 267° Turn track Δ WOHL NA 4200 VGSI and RNAV glidepath not coincident 3300 302° RW30 3300 GS 3.50° **TDZE** TCH 40 54 8.5 NM 6.1 NM **∧** 229 CATEGORY C D LPV DA 363-1 309 (300-1) NA 302° to RW30 SAN FRANCISCO ALTIMETER SETTING MINIMUMS REIL Rwy 30 LPV DA 391-1 337 (400-1) NA MIRL Rwy 12-30 U HALF MOON BAY, CALIFORNIA HALF MOON BAY (HAF)Orig 07018 RNAV (GPS) Z RWY 30 37°31′N-122°30′W

SW-2, 23 SEP 2010 to 21 OCT 2010

AL-6675 (FAA)

HALF MOON BAY, CALIFORNIA

N37°15.64' W120°57.86'

209-854-1010 and page Public Works. Bird activity invof arpt. Rwy 36 P-line not easily discernible from the air.

UTC-8(-7DT) N37°30.81' W122°30.07'

AIRPORT REMARKS: Attended 1600-0100Z‡. Fuel avbl 24 hrs self service. Arpt noise sensitive areas NW through NE. No straight-in apphs, departures climb to 433' AGL before turning. No intersection tkfs, stop and go landings, or taxi back on rwy. Twys, aprons and tiedowns 12,500 lbs maximum, ACTIVATE MIRL Rwy 12-30, REIL Rwy 30.

S-30, D-200, 2D-360

TPA-875(800) NOTAM FILE RIU

FUEL 100LL TPA-999(933) NOTAM FILE OAK

SF0

MIRI

AIRPORT REMARKS: Unattended. For fuel between 1600-0030Z± call 209-854-6471, after 0030Z± call

S-12

MIRL Rwv 18-36 preset low ints, to increase ints ACTIVATE CTAF.

SAN FRANCISCO L-2F. 3B

SAN FRANCISCO

IAP

L-3A

H-3B, L-2F, 3B, A

MODESTO (H) VOR/DME 114.6 MOD Chan 93 N37°37.64′ W120°57.47′ 164° 22.0 NM to fld. 90/17E. HAIGH FLD (See ORLAND)

5 NW

WEATHER DATA SOURCES: AWOS-3 127.275 (650) 728-5649.

RWY 12: PAPI(P2L)—GA 3.0° TCH 24'. Thid dspicd 763'. Trees. RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Thid dspicd 763'. Trees. Rgt tfc.

RADIO AIDS TO NAVIGATION: NOTAM FILE MOD.

(HAF)

RWY 12-30: H5000X150 (ASPH-CONC)

PAPI Rwy 12 and PAPI Rwy 30-122.8.

RADIO AIDS TO NAVIGATION: NOTAM FILE SFO. SAN FRANCISCO (L) VORW/DME 115.8

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) NORCAL APP/DEP CON 135.1

RWY 14-32: H5175X75 (ASPH)

Rwy 14 and Rwy 32-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 R FRESNO APP/DEP CON 123.9

RADIO AIDS TO NAVIGATION: NOTAM FILE VIS. VISALIA (T) VOR/DME 109.4

2 E UTC-8(-7DT)

GUSTINE

(301)

RWY 18: Road.

HALF MOON RAY

HALSEY FLD

HANFORD MUNI

FUEL 100LL

RWY 18-36: H3200X60 (ASPH)

COMMUNICATIONS: CTAF 122 9

S4

AIRPORT REMARKS: Attended 1600-0100Z‡. Fuel self-svc avbl 24 hrs. PAPI Rwv 14 unusable bvd 1 NM, PAPI Rwv 32 unusable bvd 2

(See NORTH ISLAND NAS)

240 B S4 **FUEL** 100LL, JET A TPA—1240(1000)

VIS

W119°28.93' 231° 7.7 NM to fld. 260/16E.

Chan 31

S-30, D-45 RWY 14: PAPI(P4R)-GA 3.5° TCH 40'. Road. RWY 32: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Rgt tfc.

NM. After dark ACTIVATE MIRL Rwy 14-32 and REIL Rwy 32, PAPI WEATHER DATA SOURCES: ASOS 134.75 (559) 585-8076.

Chan 105 N37°37.17′ W122°22.43′ 207° 8.8 NM to fld. 13/17E. (HJO) 1 SE UTC-8(-7DT) N36°19.00' W119°37.66' SAN FRANCISCO H-4H, L-3C, 9A NOTAM FILE HJO

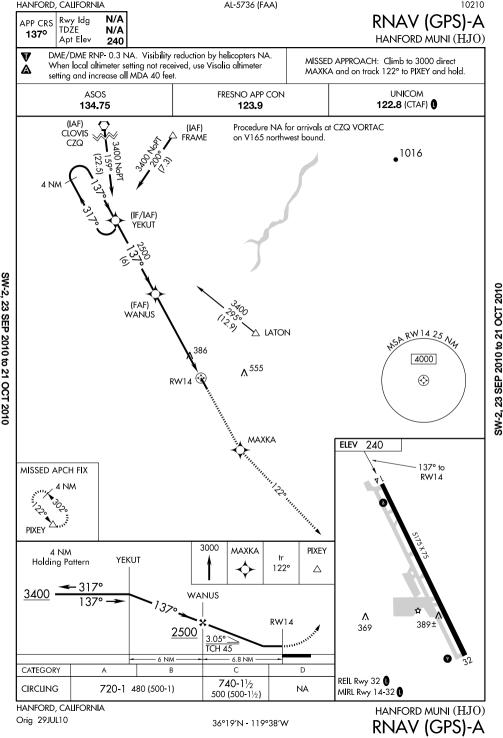
MIRL 0.7% up NW

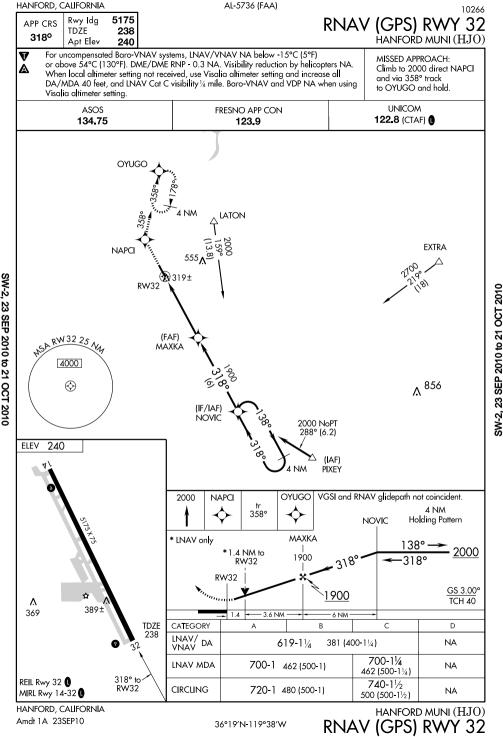
HANGTOWN N38°43.48′ W120°44.96′ NOTAM FILE RIU. SAN FRANCISCO (L) VOR/DME 115.5 HNW Chan 102 at Placerville, 2583/17E.

N36°22.04'

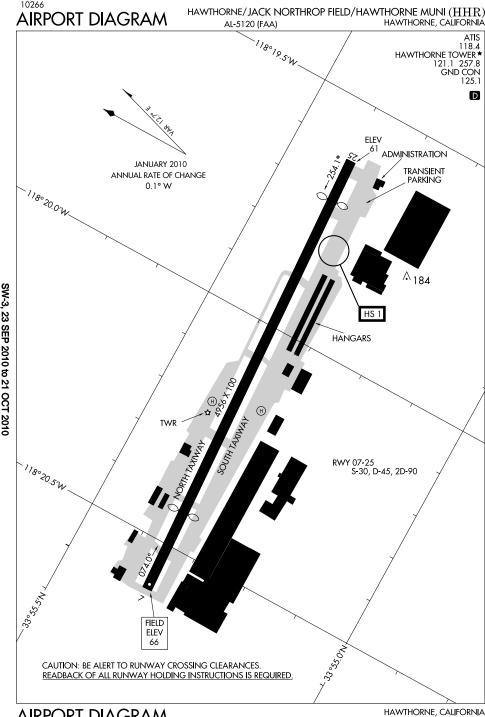
VOR unusable: 200°-260° beyond 15NM below 9500' 320°-350° beyond 10NM below 6000' 320°-350° beyond 25NM below 14.500'

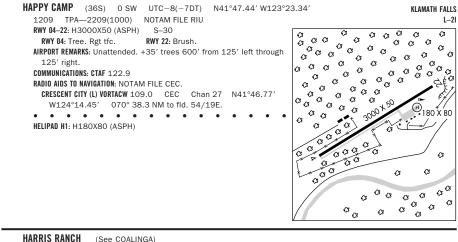
RCO 122 1R 115 5T (RANCHO MURIETA RADIO)





SW-2, 23 SEP 2010 to 21 OCT 2010



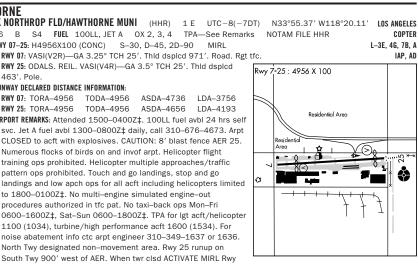


#### HAWTHORNE

#### JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

RWY 25: ODALS. REIL. VASI(V4R)-GA 3.5° TCH 25'. Thid dsplcd

LDA-3756 LDA-4193



463'. Pole.

B S4 FUEL 100LL, JET A OX 2, 3, 4 TPA—See Remarks RWY 07-25: H4956X100 (CONC) S-30, D-45, 2D-90 RWY 07: VASI(V2R)-GA 3.25° TCH 25'. Thid dspicd 971'. Road. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION: RWY 07: TORA-4956 TODA-4956 ASDA-4736 RWY 25: TORA-4956 TODA-4956 ASDA-4656

AIRPORT REMARKS: Attended 1500-0400Z‡. 100LL fuel avbl 24 hrs self svc. Jet A fuel avbl 1300-0800Z‡ daily, call 310-676-4673, Arpt CLOSED to acft with explosives. CAUTION: 8' blast fence AER 25. Numerous flocks of birds on and invof arpt. Helicopter flight

> training ops prohibited. Helicopter multiple approaches/traffic pattern ops prohibited. Touch and go landings, stop and go

procedures authorized in tfc pat. No taxi-back ops Mon-Fri 0600-1600Z‡, Sat-Sun 0600-1800Z‡. TPA for Igt acft/helicopter 1100 (1034), turbine/high performance acft 1600 (1534). For noise abatement info ctc arpt engineer 310-349-1637 or 1636. North Twy designated non-movement area, Rwy 25 runup on South Twv 900' west of AER. When twr clsd ACTIVATE MIRL Rwv

to 1800-0100Z<sup>±</sup>. No multi-engine simulated engine-out

WEATHER DATA SOURCES: ASOS (310) 973-8930 COMMUNICATIONS: CTAF 121.1 ATIS 118.4 (310) 675-7945

07-25 and ODALS Rwy 25-CTAF.

HAWTHORNE RCO 122.2 122.5 (HAWTHORNE RADIO)

(R) SOCAL APP CON 124.3 (146°-245°) 124.9 (069°-145°) 125.2 (246°-342°) 128.5 (343°-068°)

R SOCAL DEP CON 124.3 HAWTHORNE TOWER 121.1 (1400-0400Z‡) GND CON 125.1

AIRSPACE: CLASS D svc 1400-0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LAX.

inbound, ILS unmonitored when twr clsd.

LAX

LOS ANGELES (H) VORTACW 113.6 Chan 83 N33°55.99' W118°25.92' 082° 4.9 NM to fld. 182/15E. (LOC only). LOC unusable beyond 15° north of LOC course and from 0.8 NM ILS 109.1 I-HHR Rwy 25.

#### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

Rwy 25 run-up area.

CITY/AIRPORT HOT SPOT DESCRIPTION\*

HS 1

HAWTHORNE, CA
JACK NORTHROP FIELD/
HAWTHORNE MUNI (HHR)
LONG BEACH, CA

LONG BEACH (DAUGHERTY FLD) (LGB)

HS 1 Rwy 30 and Rwy 07L-25R, Twy A and Twy D.
HS 2 Rwy 12-30 and Rwy 07L-25R, Twy B and Twy K.
HS 3 Rwy 07R-25L, Twy B.

 $\begin{array}{lll} \mbox{HS 4} & \mbox{Rwy 07R-25L and Rwy 12-30, Twy J and Twy D.} \\ \mbox{HS 5} & \mbox{Rwy 16R-34L, southwest ramp, Twy F and Twy B.} \\ \mbox{HS 6} & \mbox{Rwy 34R and Rwy 07R-25L.} \end{array}$ 

Rwy 12-30 cross every other rwy.

HS 7 PALM SPRINGS, CA

PALM SPRINGS INTL (PSP)

HS 1 Twy C mistaken for Rwy 13R-31L or Rwy 13L-31R.

HS 2 Int of Twy B and Twy C.

HS 3 Twy B and Rwy 31R.

HS 4 Twy C and Twy J.
SANTA ANA, CA

 JOHN WAYNE ARPT-ORANGE
 HS 1
 Rwy 19L and Rwy 19R, Twy L and Twy K.

 COUNTY (SNA)
 HS 2
 Rwy 19L and Rwy 19R, Twy H.

HS 3 Twy A,Twy H, and Twy C.
SANTA BARBARA, CA

SANTA BARBARA MUNI (SBA) HS 1 Rwy 07-25, Twy C.
HS 2 Rwy 15L and Rwy 15R, Twy C, wide pavement.

HS 3 Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R and Rwy 15R-33L utilized for taxi.

HS 4 Rwy 25, Twy H and Twy J.

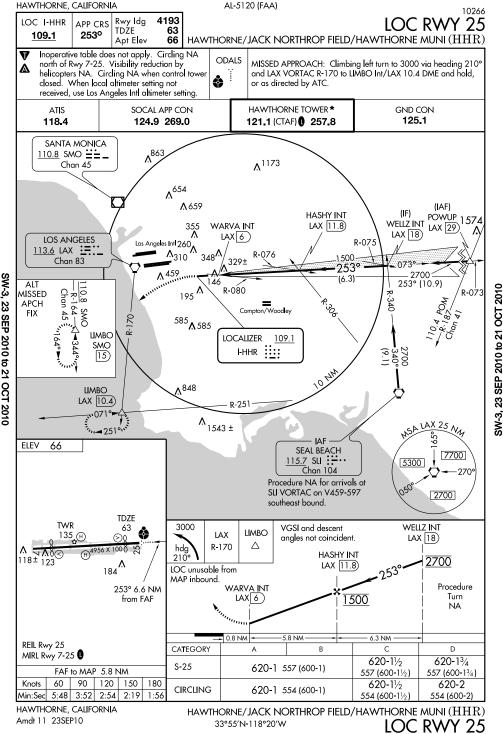
VICTORVILLE, CA

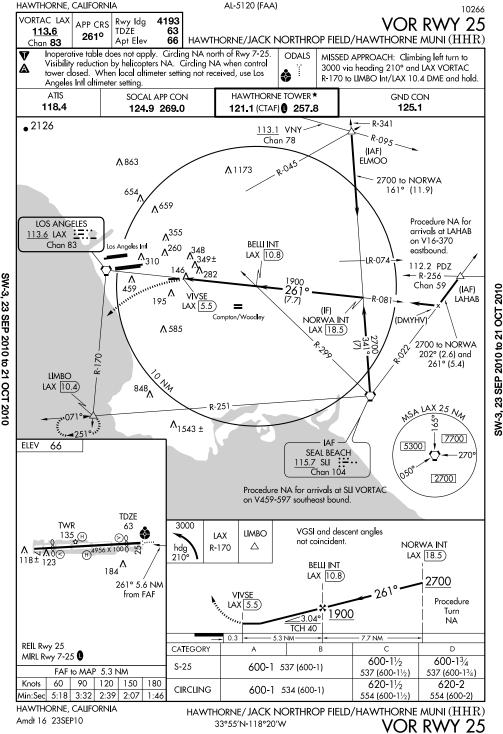
23 SEP 2010 to 21 OCT 2010

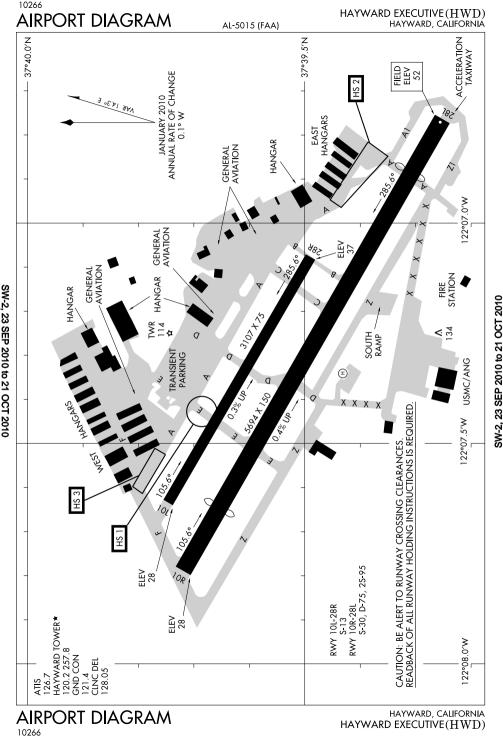
SOUTHERN CALIFORNIA

LOGISTICS (VCV) HS 1 Wrong rwy departure risk.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.







KLAMATH FALLS

H-3B. L-2F. 3B. A

#### **CALIFORNIA**

#### HAYFORK (F62) UTC-8(-7DT) N40°32.82′ W123°10.77′ 1 S 2321 R S2

TPA-3321(1000) NOTAM FILE RIU MIRI

RWY 07-25: H4115X60 (ASPH) S-12.5 RWY 07: Tree. RWY 25: Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. High terrain all quadrants. Noise

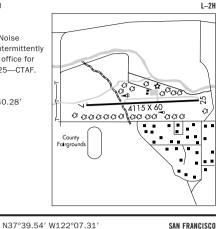
abatement procedures in effect N, NE and S of arpt. Intermittently

closed winters due to snow. Ctc county transportation office for information 530-623-1365, ACTIVATE MIRL Rwv 07-25-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ACV.

FORTUNA (L) VORTACW 114.0 FOT

Chan 87 N40°40 28' W124°14.07' 079° 48.8 NM to fld. 386/19E.



HAYWARD EXECUTIVE (HWD) 2 W UTC-8(-7DT)FUEL 100LL, JET A OX 1. 3 TPA-See Remarks NOTAM FILE HWD

MIRL

0.4% up E

RWY 10R-28L: H5694X150 (ASPH) S-30, D-75, 2S-95 RWY 10R: REIL, VASI(V4R)—GA 3.0° TCH 25', Thid dspicd 816'. Tree. Rgt tfc. RWY 28L: REIL. VASI(V4L)—GA 4.0° TCH 35'. Thid dspicd 676'.

RWY 10L-28R: H3107X75 (ASPH) S-13

RWY 10L: PAPI(P4L)-GA 3.0°. Tree.

RWY 28R: PAPI(P4L)-GA 3.0°. Rgt tfc. AIRPORT REMARKS: Attended 1600-0100Z±. When tower clsd Rwv

10L-28R CLOSED. Flocks of birds feeding along the shoreline, creek areas and at the golf course to the north, on occasion may fly across various parts of the arpt. Noise abatement procedures

in effect ctc arpt for noise rules on 510-293-8678. TPA-652(600) Rwv 10R-28L, 852(800) Rwv 10L-28R, Rwv 10R

has Idg distance remaining signs (Igtd) north side of rwy, Rwy 28L has Idg distance remaining signs (Igtd) south side of rwy. Transient helicopter tfc use helipads north of green ramp located at base of twr. When twr clsd MIRL Rwy 10R-28L preset low ints.

to increase ints ACTIVATE-CTAF. When twr clsd VASI Rwy 10R

Chan 52

and Rwy 28L opr dusk to dawn, PAPI Rwy 10L, PAPI Rwy 28R and REIL Rwv 10R and Rwv 28L unavailable.

WEATHER DATA SOURCES: ASOS (510) 786-3052.

COMMUNICATIONS: CTAF 120.2 ATIS 126.7 (510)786-3988

UNICOM 122.95 (R) NORCAL APP CON 124.4 125.35 134.5

R NORCAL DEP CON 124.4

ILS/DMF 111 5

GND CON 121.4

TOWER 120.2 118.9 (1500-0500Z‡)

AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.

I\_HWD

OAKLAND (H) VORTACW 116.8 OAK Chan 115 N37°43.56' W122°13.42' 113° 6.3 NM to fld. 10/17E. HIWAS.

Rwv 28L.

COMM/NAV/WEATHER REMARKS: For IFR clearances or Class C airspace information ctc Oakland Twr 127.2.

**CLNC DEL** 128.05

LOC only, LOC unmonitored when twr clsd.

IAP. AD Helipad H1: 110 X 110 Residential Area Residential Area

#### HOT SPOTS

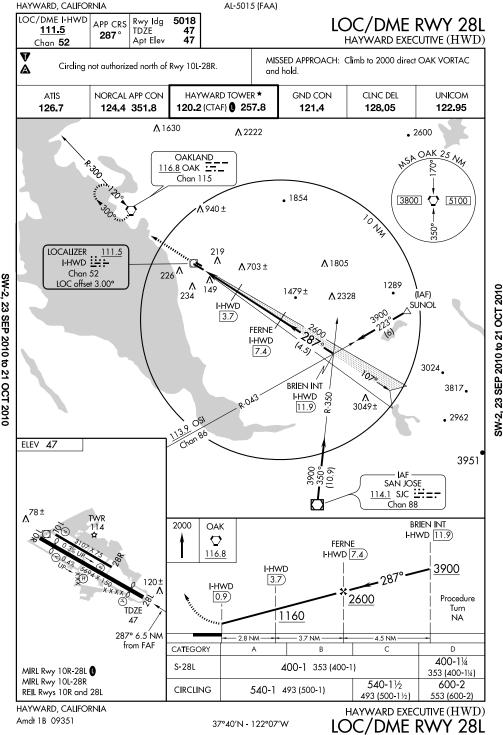
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

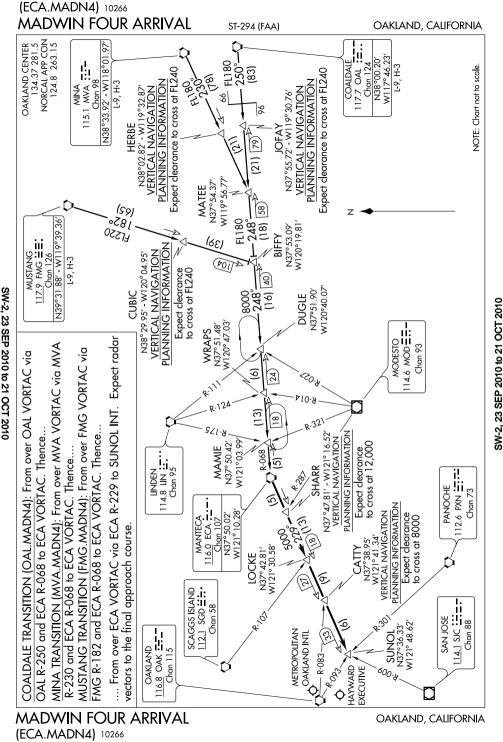
A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

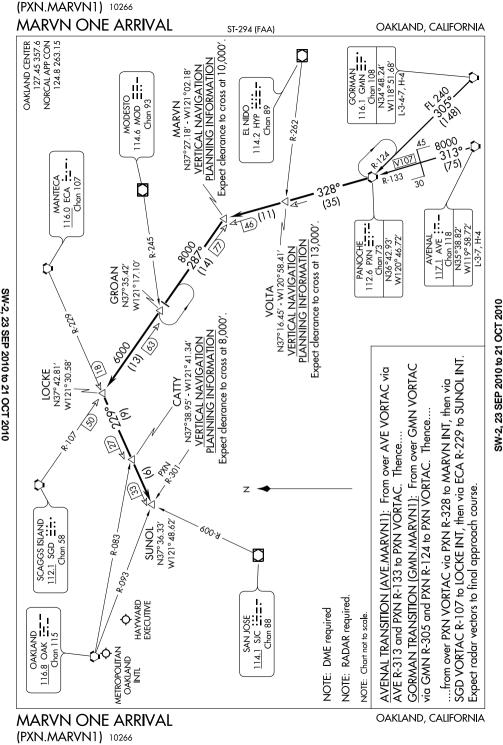
increased risk has been reduced or el	liminated.	
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	•
HAYWARD, CA	ПЗ 4	Rwy 32L apch, Twy A.
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
HATWARD EXECUTIVE (HWD)	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA	110 3	Area not visible nom ATCT.
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
CASTLE (MEK)	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA	110 2	Twy A and southeast ramp, trainc congestion.
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
NAPA COUNTY (APC)	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA	110 3	Rwy 24 and Rwy 30L.
METROPOLITAN OAKLAND		
	HS 1	Duni 27D Tuni A and Tuni D
INTL (OAK)	HS 2	Rwy 27R, Twy A and Twy B. Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
		Rwy 09L-27R, 1wy H, 1wy G, 1wy C and 1wy D.  Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex
	HS 3	
CAODAMENTO OA		int.
SACRAMENTO, CA	HS 1	Duri 40D 04L and Turi A40
SACRAMENTO INTL (SMF)	по і	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
e, in the ment (ente)		Thy Traina Thy o mit in alooo proximity of truly oo zo.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
, ,	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		•
NORMAN Y. MINETA SAN		
JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

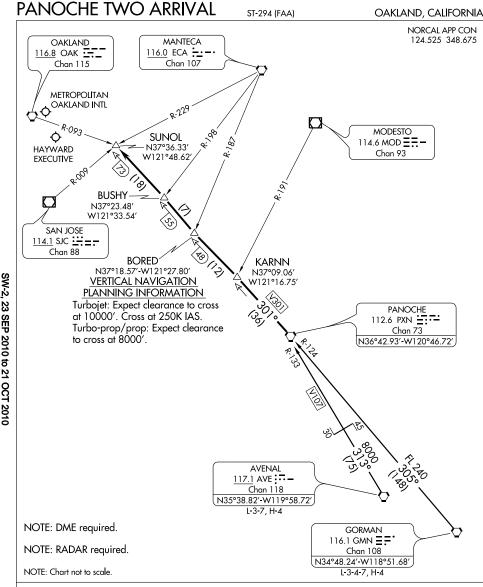
23 SEP 2010 to 21 OCT 2010

<sup>\*</sup>See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.







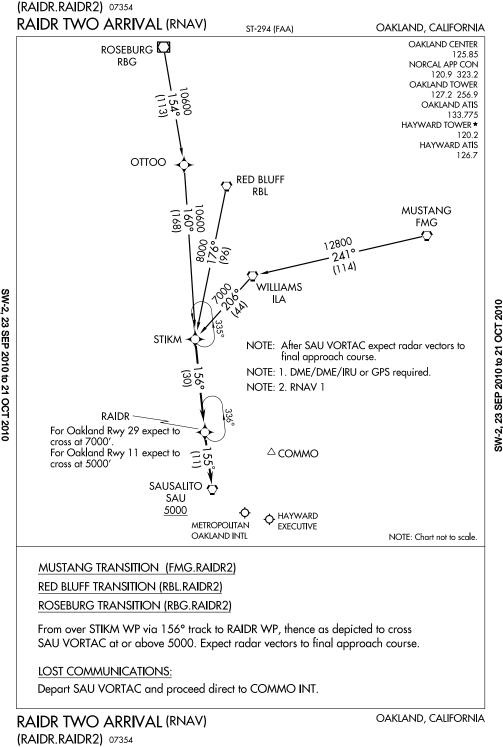


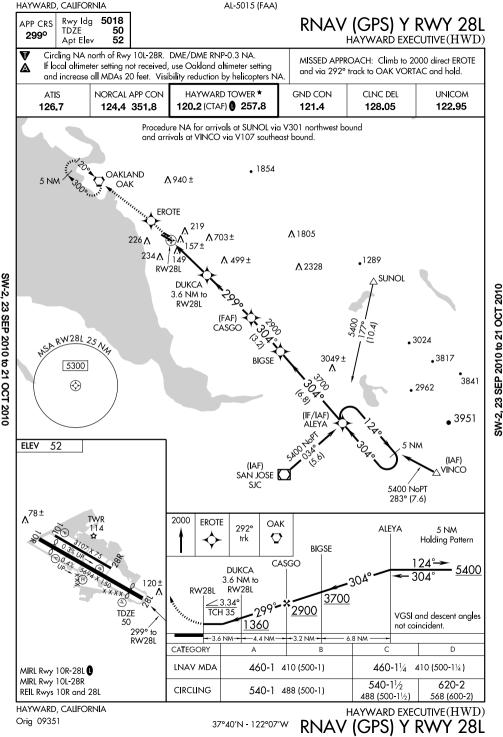
AVENAL TRANSITION (AVE.PXN2): From over AVE VORTAC via AVE R-313 and PXN R-133 to PXN VORTAC. Thence....

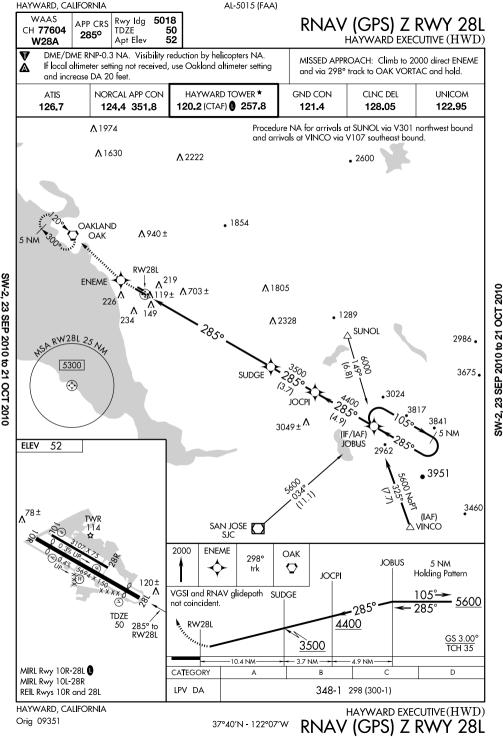
GORMAN TRANSITION (GMN. PXN2): From over GMN VORTAC via GMN R-305 and PXN R-124 to PXN VORTAC. Thence....

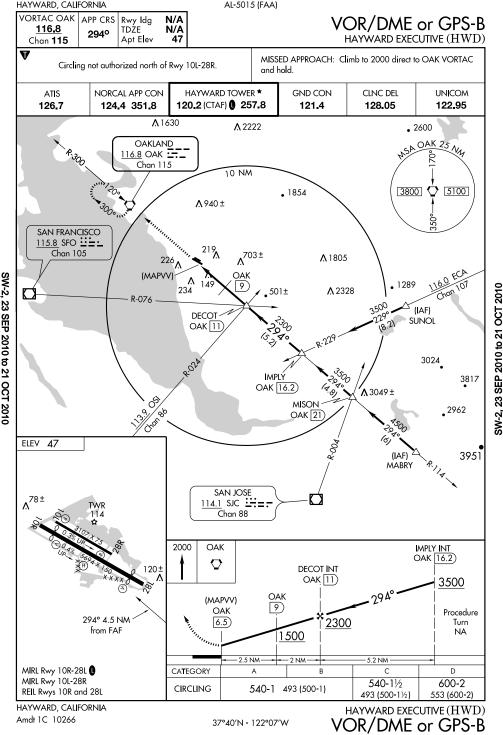
....From over PXN VORTAC via PXN R-301 to SUNOL INT. Expect radar vectors to the final approach course.

## PANOCHE TWO ARRIVAL









VOR or GPS-A

S-12.5

RWY 31: Hill.

110 **HEALDSBURG MUNI** 

(HES) 3 NW UTC-8(-7DT) N38°39.16' W122°53.92' 278 S4 FUEL 80, 100 TPA-1278(1000) NOTAM FILE OAK MIRI

AIRPORT REMARKS: Attended 1600-0100Z‡. Noise abatement, touch and go limited to 4 acft day. Rwy 31 downdrafts apch end. ACTIVATE MIRL Rwv 13-31-CTAF.

RWY 13-31: H2707X60 (ASPH)

RWY 13: Road, Rgt tfc.

WEATHER DATA SOURCES: AWOS-A 122.8 (617) 262-3825. 3 clicks for weather. Plus visibility. COMMUNICATIONS: CTAF/UNICOM 122.8

**HECTOR** N34°47.82′ W116°27.78′ NOTAM FILE RAL.

(H) VORTAC 112.7 HEC Chan 74

VOR portion unusable:

267° 16.4 NM to Barstow-Daggett, 1853/15E.

340°-055° byd 15 NM blo 10,000′ 340°-055° bvd 28 NM blo 14.000' 055°-090° bvd 25 NM blo 9.000'

090°-200° byd 18 NM blo 11,000'

DME portion unusable:

340°-055° bvd 15 NM blo 10.000'

340°-055° byd 28 NM blo 14,000′ 055°-090° byd 25 NM blo 9,500′

090°-200° byd 18 NM blo 11,000′ RCO 122.1R 112.7T (RIVERSIDE RADIO)

HEMET-RYAN (HMT) 3 SW UTC-8(-7DT) N33°44.04′ W117°01.35′ 1512 B S4 FUEL 100LL, JET A TPA-2512(1000) NOTAM FILE RAL RWY 05-23: H4314X100 (ASPH) S-80. D-130 MIRL

RWY 05: Tree. Rgt tfc. RWY 23: PAPI(P2L)—GA 3.0° TCH 40'. RWY 04-22: H2045X25 (ASPH) RWY 22: Trees. Rgt tfc. AIRPORT REMARKS: Attended daigt hours. Fee for fuel after hours call 951-925-7618. Watch for United States Forest Service fire

firefighting acft frequently fly the conventional rectangular pattern with four 90° clearing turns entering the down wind leg abeam midpoint of rwy. All powered acft tfc patterns to S. Gliders operating N of arpt. Rwy 04-22, glider rwy CLOSED indef. ACTIVATE MIRL Rwy 05-23 and taxiway lights-CTAF.

fighting acft. Air tanker activity May-Nov. Forest service

WEATHER DATA SOURCES: AWOS-3 118.375 (951) 925-6886. COMMUNICATIONS: CTAF/UNICOM 123.0 (R) MARCH APP/DEP CON 133.5 (1500-0700Z±) clsd holidays, other times ctc (R) SOCAL APP/DEP 134.0

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL. PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°31.80' 098° 27.7 NM to fld. 1432/15E.

090°-200° byd 30 NM blo 13,000′ 200°-231° bvd 25 NM blo 9.000° 200°-231° bvd 32 NM blo 12.000′ 231°-240° byd 30 NM blo 10,000′ 240°-270° byd 28 NM blo 9,000′

090°-200° bvd 30 NM blo 13.000'

200°-231° byd 20 NM blo 15,000′

231°-240° byd 20 NM blo 11,000′

SAN FRANCISCO

LOS ANGELES

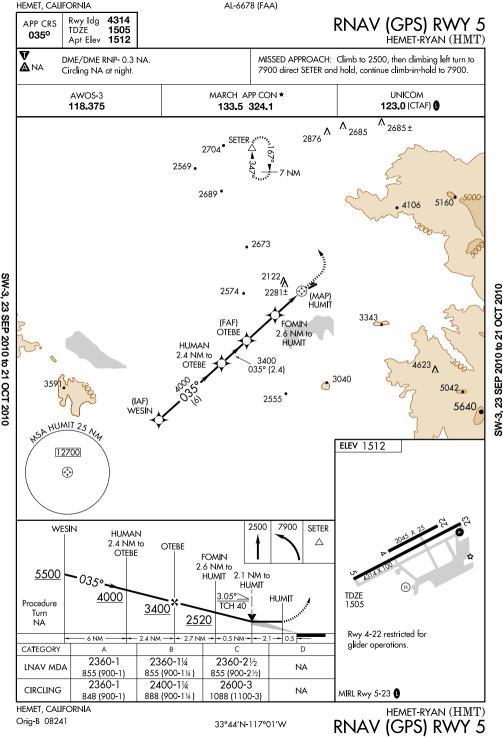
INS ANGELES

COPTER

H-41. L-7D

240°-270° bvd 28 NM blo 9.000'

L-4H IAP Residential Area Golf Course



#### Railroad. RWY 21: Thid dspicd 328'. Tree. Rgt tfc. AIRPORT REMARKS: Attended 1600-0100Z‡. Wildlife refuges to the SW,

B S4

RWY 13-31: H4300X50 (ASPH)

AI TIIRAS

4378

RWY 31: REIL. VASI(V4L)-GA 3.0° TCH 28'. Railroad. RWY 03-21: H3096X60 (ASPH) S-12 LIRL RWY 03: REIL. VASI(V4L)—GA 3.0° TCH 28'. Thid dspicd 241'.

RWY 13: Thid dspicd 209'. Road. Rgt tfc.

FUEL 100LL, JET A

ALTURAS MUNI (AAT) 1 W UTC-8(-7DT) N41°28.98' W120°33.92'

S-12

TPA-5378(1000) NOTAM FILE AAT

S, and SE present potential bird hazards to acft from Oct-April. Firefighting acft seasonal May-Oct, Arrivals Rwy 21 discouraged due to school on apch. No tkf Rwy 03 to NE except during adverse wind conditions, 150' minimum alt over houses, ACTIVATE MIRL Rwy 13-31; LIRL Rwy 03-21; VASI and REIL Rwy 03 and Rwy

MIRL

#### 31—CTAF WEATHER DATA SOURCES: ASOS 124.175 (530) 233-5251. COMMUNICATIONS: CTAF/UNICOM 122.8 R SEATTLE CENTER APP/DEP CON 127.6 RADIO AIDS TO NAVIGATION: NOTAM FILE LKV. LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42°29.57' W120°30.43' 163° 60.6 NM to fld. 7460/19E.

CALIFORNIA PINES

(A24)

4398 TPA-5198(800) NOTAM FILE RNO S = 12

RWY 05-23: H4250X45 (ASPH)

RWY 23: Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. Deer invof arpt. Firefighting acft invof arpt May-Oct, Vehicles opr invof arpt, Rwy 05-23 surface loose

gravel, cracked pavement with eroded edges. First 750' of Rwy 23 is 45' wide and remainig 4,000' is 50' wide. COMMUNICATIONS: CTAF/UNICOM 123.0

4012

ANDY McBETH

RADIO AIDS TO NAVIGATION: NOTAM FILE LKV. LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42°29.57' W120°30.43' 168° 65.3 NM to fld. 7460/19E.

HIWAS.

Œ 8 SW UTC-8(-7DT) N41°24.73′ W120°41.04′ KLAMATH FALLS L-11A

KLAMATH FALLS

L-11A

IAP

Residential Residential Area

AMEDEE AAF (AHC) (KAHC) 9N UTC-8(-7DT) N40°15.96' W120°09.04'

RWY 08-26: H10000X150 (ASPH) PCN 110 F/C/W/T LIRL RWY 26: VASI. (V4L) MILITARY SERVICE: LGT ACTIVATE Lgt by reg 241.9. Rwy 08 and Rwy 26 portable lgts.

MILITARY REMARKS: Opr Mon-Fri 1600-0000Z‡, exc holidays. WEATHER DATA SOURCES: ASOS C530-827-4520 DSN 855-4520.

COMMUNICATIONS: CTAF 126.1 OAKLAND CENTER APP/DEP 128.8 285.5 RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

(T) VORW/DME 109.0 AHC Chan 27 VOR/DME unusable 360°-040° byd 10 NM. VOR unusable 320°-360°.

NOTAM FILE RNO

N40°16.07′ W120°09.12′

(See KLAMATH GLEN)

at fld. 4006/17E.

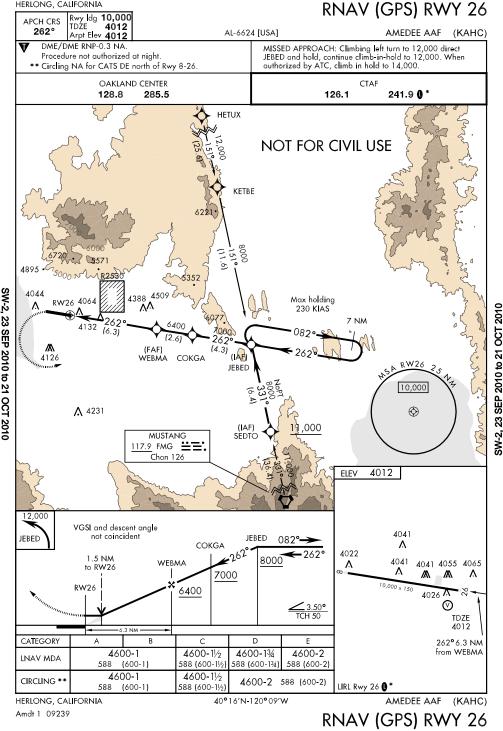
SAN FRANCISCO H-3B I-3B

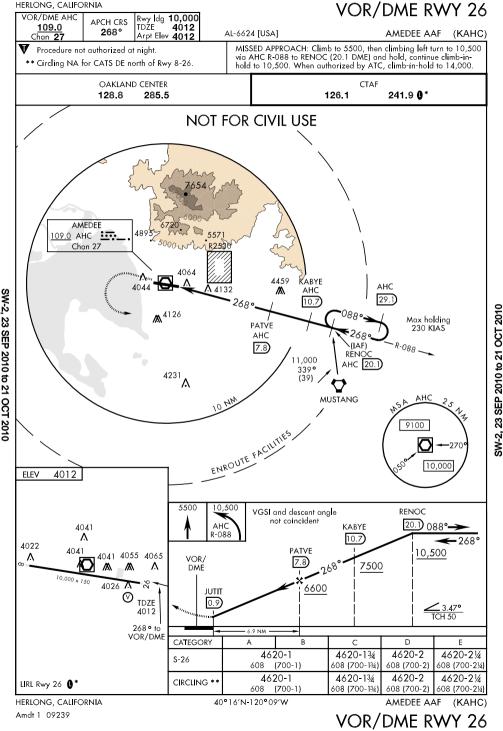
KLAMATH FALLS

H-3B, L-9A, 11A

DIAP

ANGELS CAMP N38°01.40' W120°35.40' RCO 122 3 (RANCHO MURIETA RADIO)





HOLLISTER MUNI

### **CALIFORNIA**

N36°53.60′ W121°24.62′

UTC-8(-7DT) 230 B S4 FUEL 100LL, JET A TPA-See Remarks NOTAM FILE OAK RWY 13-31: H6350X100 (ASPH) S-30. D-45 MIRL 0.4% up SE

RWY 13: REIL, PAPI(P2L)-GA 3.0° TCH 40'.

RWY 31: REIL. PAPI(P2L)-GA 3.0° TCH 40'. RWY 06-24: H3150X100 (ASPH) S-30, D-45 MIRL

RWY 06: Terrain. RWY 24: REIL. VASI(V4L)-GA 3.8° TCH 26'. Road. AIRPORT REMARKS: Attended 1600-0100Z±. Fuel avbl 24 hours credit

3 N

(CVH)

card lock system. Parachute Jumping. Glider activity on and invof

arpt. Model acft club conducting flight ops 3 miles west northwest of arpt heading of 290° from arpt surface to 500' AGL.

Recommend pilots to begin Rwy 31 takeoff roll at or byd the thld (Twy B). Watch for fire fighting acft June-Oct. 2-3 inch cracks Rwy

13 thld and runup area. Rwy 06-24 and Rwy 13-31 have 50'

asph shoulders both sides. TPA-1030(800), helicopters 730(500), Helicopters rgt tfc pattern, ACTIVATE MIRL Rwv 06-24 and Rwv 13-31. REIL Rwv 24. Rwv 13 and Rwv 31. VASI Rwv 24

and PAPI Rwy 13 and Rwy 31-CTAF. WEATHER DATA SOURCES: AWOS-3 120.425 (831) 636-4394. COMMUNICATIONS: CTAF/UNICOM 123.0

R NORCAL APP/DEP CON 124.525 RADIO AIDS TO NAVIGATION: NOTAM FILE SNS.

SALINAS (H) VORTACW 117.3 SNS Chan 120 N36°39.83′ W121°36.19′

HIWAS.

HOLTVILLE (LØ4)

5 NE UTC-8(-7DT) N32°50.70′ W115°16.11′

TPA-859(800) NOTAM FILE SAN

RWY 08-26: H6000X150 (CONC) S-30, D-50 RWY 08: P-line. RWY 26: Rgt tfc.

AIRPORT REMARKS: Unattended. Arpt CLOSED indefinitely. Rwy 08-26 CLOSED indef. Rwy 08-26 pavement buckled and cracked with vegetation growth and spalling. 1-2' holes in pavement, buckled section slabs up to 2'. Be alert frequent military training activity

during dalgt hours and dark; includes tactical acft; helicopters; and parachuting; check local notams call 619-337-7792. Rwy 08-26 limited by arpt manager to 20,000 lbs single wheel gear. 40,000 lbs dual tandem wheel gear. Rwy 08-26 edge markings are 25' in from edge of pavement. COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE IPL. IMPERIAL (H) VORTAC 115.9 IPL Chan 106 N32°44.93' W115°30.52' 051° 13.4 NM to fld. -20/14E.

017° 16.6 NM to fld. 101/17E. LOS ANGELES

SAN FRANCISCO

H-3B, L-3B

H-4I, L-4J, 5A 6000 X 150

INS ANGELES

KLAMATH FALLS

COPTER

L-4H, A

HOMELAND N33°46.58′ W117°11.12′ NOTAM FILE RAL. (L) VOR 113.4 HDF 315° 7.3 NM to March ARB. 1414/14E.

VOR unusable: 360°-040° byd 20 NM blo 12,000′ 360°-040° byd 30 NM blo 15,500' 170°-250° bvd 10 NM

RCO 122.1R 113.4T (RIVERSIDE RADIO)

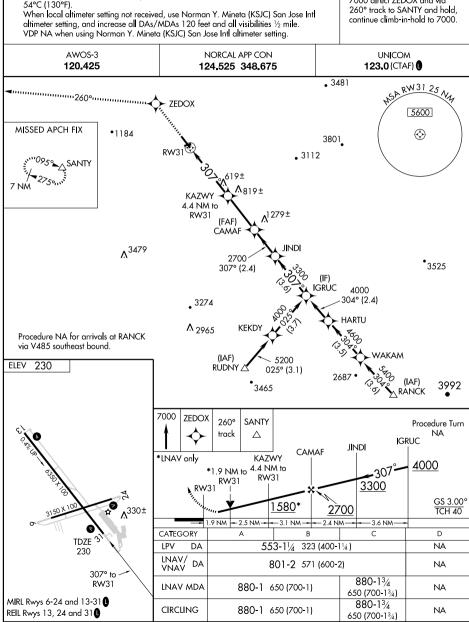
HOOPA (021)1 SE UTC-8(-7DT) N41°02.49' W123°40.07'

TPA-1156(800) NOTAM FILE OAK

RWY 14-32: H2325X50 (ASPH)

RWY 14: Thid dspicd 80'. Trees. Rgt tfc. RWY 32: Thid dsplcd 80'. Trees. Rgt tfc. AIRPORT REMARKS: Unattended. Day use only; CLOSED ngts. Wind indicator obscured by trees. **COMMUNICATIONS: CTAF 122.9** 

HUNTER LIGGETT (See TUSI AHP)



AL-6785 (FAA)

HOLLISTER, CALIFORNIA Orig 08157

23 SEP 2010 to 21 OCT 2010

HOLLISTER MUNI (CVH) RNAV (GPS) RWY 31

I-2I 11A

KLAMATH FALLS

#### **CALIFORNIA**

(081) 7 SE UTC-8(-7DT) N41°53.44′ W121°21.64′

MIRI

FUEL 100LL TPA-4844(800) NOTAM FILE RIU

KLAMATH FALLS RCO 122.6 (MC MINNVILLE RADIO) RADIO AIDS TO NAVIGATION: NOTAM FILE LMT. KIAMATH FALLS (H) VORTACW 115.9 IMT Chan 106 N42°09.19' W121°43.65' 117° 22.7 NM to fld. 4087/17E. HIWAS.

TURLOCK MUNI UTC-8(-7DT) N37°29.04' W120°41.83' (015)8 E SAN FRANCISCO 159 B S4 FUEL 100LL TPA-959(800) NOTAM FILE RILL RWY 12-30: H2985X50 (ASPH) S-12 LIRL (NSTD) RWY 12. Tree

AIRPORT REMARKS: Attended continuously. Fuel avbl 24 hrs. Rwy 12-30 NSTD LIRL, Igts 20' from rwy edge, ACTIVATE LIRL Rwy 12-30 -CTAF.

TIII FI AKF MIINI

B S2

COMMUNICATIONS: CTAF 122 9

RWY 11. Road

RWY 11-29: H3577X44 (ASPH) S-12.5

RWY 29: Rgt tfc. AIRPORT REMARKS: Attended Jun-Aug 1400-0100Z±. Sept-May Mon-Fri 1600-0100Z±, Sep-May Sat-Sun on call, For fuel call 530-664-2661, ACTIVATE MIRL Rwv 11-29-122.8.

COMMUNICATIONS: CTAF/UNICOM 122.8

TUSI AHP (HUNTER LIGGETT) (HGT) A 3 NW UTC-8(-7DT) N35°59.61′ W121°14.20′ 1017 B NOTAM FILE OAK Not insp. RWY 14-32: H570X50 (CONC) MIRL

LOS ANGELES

L-3C

DIAP

MILITARY SERVICE: FUEL J8. Avbl Mon-Fri 1600-0000Z except holiday. PPR DSN 686-2403/2503. MILITARY REMARKS: RSTD CLOSED to fixed wing acft. 24 hr PPR all acft. Ctc Range Con DSN 686-2403/2503,

C831-386-2403/2503 for entry approval of Hunter Liggett Reservation. CAUTION Parking ramp/twy less than minimum clearance, exercise extreme caution, acft parked within 150' of centerline. NS ABTMT Procedure (remain 1000' AGL) in effect outside of Ft. Hunter Liggett boundary. Acft remain clear of cantonment area, lakes and reservoirs. MISC Tactical fixed wing airstrip (Schoonover Landing Zone) avbl for C-130 and OV-10 mil fixed wing

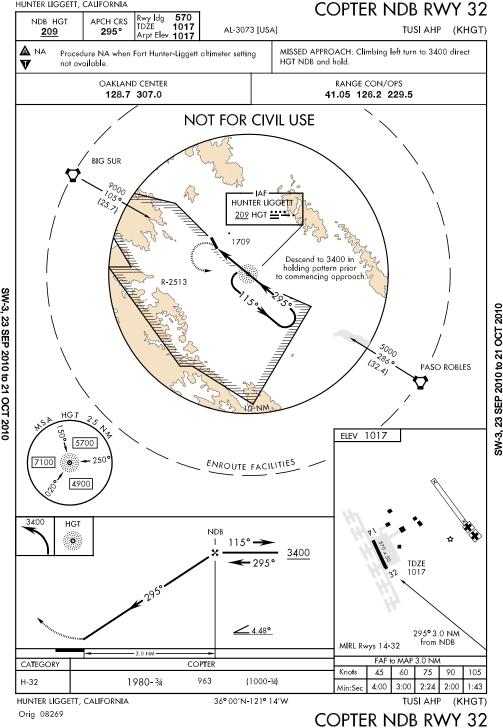
acft only, 21/4 NM SE of main heliport, Fuel unaybl at Schoonover Landing Zone. COMMUNICATIONS:

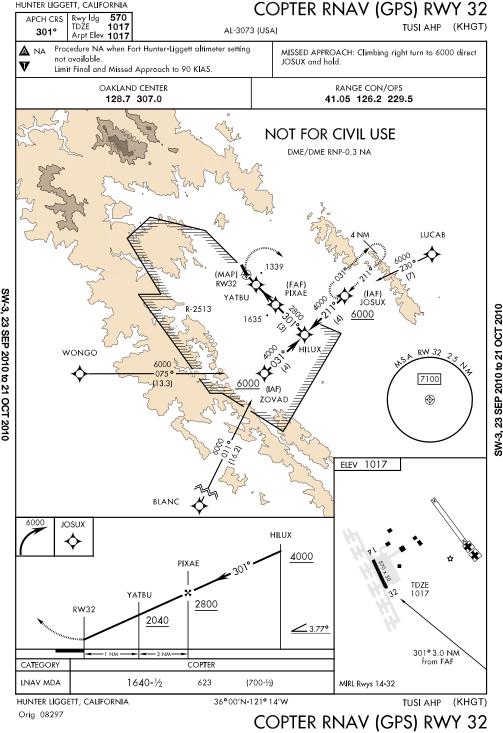
4085/16F

OAKLAND CENTER APP/DEP CON 128.7 307.0

RANGE CON OPS 126.2 229.5 41.05 (All acft ctc for advisory upon entering reservation.)

RADIO AIDS TO NAVIGATION: NOTAM FILE OAK. BIG SUR (L) VORTACW 114.0 BSR Chan 87 N36°10.88' W121°38'53' 104° 22.7 NM to heliport.





KLAMATH FALLS

LOS ANGELES

LOS ANGELES

L-4H

DIAP

### **CALIFORNIA**

N40°37.54′ W123°28.11′

UTC-8(-7DT)

AIRPORT REMARKS: Unattended. Arpt CLOSED nights except for emergency medical use. High terrain all quadrants. Intermittently closed winters due to snow. Ctc county transportation office for information 530-623-1365.

COMMUNICATIONS: CTAF/UNICOM 122.8 IMPERIAL BEACH NOLF (REAM FLD) N32°34.00' W117°07.00' B NOTAM FILE NRS

RWY 27: OLS.

COMMUNICATIONS: ATIS 276.2

Unusable 225°-230°.

(H47)

RWY 14-32: H2980X60 (ASPH)

1250 TPA-2050(800)

RWY 14: Trees. Rgt tfc.

1 NW

HYAMPOM

Not insp. RWY 09-27: H4999X340 (PEM) S-55, D-72, 2S-91, 2D-107

(NRS) NAF 1 S

RWY 32: Thid dspicd 700'. Trees.

HIRL RWY 08-26: H2241X150 (CONC) S-32, D-51 MILITARY SERVICE: FUEL J5 (Mon-Thu 1900-0500Z‡, Fri 1800-0200Z‡).

AIRSPACE: CLASS D svc Mon-Thu 1600-0630Z (1500-0600Z DT) and Fri 1600-0200Z±, Clsd from 0200Z± day prior

MILITARY REMARKS: Opr Mon-Thu 1600-0630Z (1500-0600Z DT) and Fri 1600-0200Z‡. CLOSED from 0200Z‡ day prior until 1600Z<sup>±</sup> day following government holiday: except pre-coordinated flt of opr necessity. Ctc NOLF ATC DSN 577-9414/9415 for opr inquires. RSTD Official Business Only — PPR fixed wing acft, ctc NASNI ODO DSN

UTC-8(-7DT)

S-12

NSTD MIRL for emerg medical use only, public use not authorized.

NOTAM FILE OAK

735-8233/8234, C619-545-8233/8234. Practice apch not authorized Rwy 09. CAUTION Extensive helicopter training, MISC Rwy 08-26 avbl for dalgt VFR helicopter use only.

R SOCAL APP/DEP CON 125.15 317.55 TOWER 120.65 239.25 (Mon-Thu 1600-0630Z (1500-0600Z DT) and Fri 1600-0200Z‡. Clsd from 0200Z‡ day prior until 1600Z‡ day following government holiday.) GND CON 285.575

WEATHER DATA SOURCES: ASOS DSN 577-9890, (C619) 437-9890.

until 1600Z‡ day following government holiday, other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE NRS. (I) TACAN Chan 29 NRS (109.2) N32°33.85′ W117°06.58′ at fld. 20/14E. Opr only during fld opr hr.

PAR COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

IMPERIAL CO (IPL) 1 S UTC-8(-7DT) N32°50.05' W115°34.72'

RWY 14-32: H5304X100 (ASPH-PFC) S-60, D-80, 2S-102, 2D-130 RWY 14: Fence.

RWY 32: VASI(V4L)-GA 3.0° TCH 47'. Road. Rgt tfc. RWY 08-26: H4500X75 (ASPH) S-50, D-50 MIRL RWY 08: PAPI(P2L)-GA 3.0° TCH 38'. P-line.

RWY 26: PAPI(P4L)-GA 3.0° TCH 38', Pole, Rgt tfc. AIRPORT REMARKS: Attended 1530-0030Z±. Avoid NAF EI Centro tfc: acft depart Rwy 26 rgt turn-stay below 1000'; ctc NAF Twr 119.1 for advisory. Frequent high-speed military jet traffic transits

Imperial Co traffic area westbound descending VFR to NAF EI Centro. Avoid 2500' to 3500' MSL near Imperial Co. Contact NAF Twr 119.1 for Navy tfc advisory. Radio antenna +70' located on control twr at midfield Rwy 14-32 and 500' W rwy centerline. TPA-946(1000) conventional acft, 1446(1500) jet acft. Overnight tiedown fee. ACTIVATE MIRL Rwys 08-26 and

14-32-CTAF. WEATHER DATA SOURCES: ASOS 132.175 (760) 355-2851. COMMUNICATIONS: CTAF/UNICOM 122.7 RCO 122.1R 115.9T (SAN DIEGO RADIO) RCO 122.5 (SAN DIEGO RADIO)

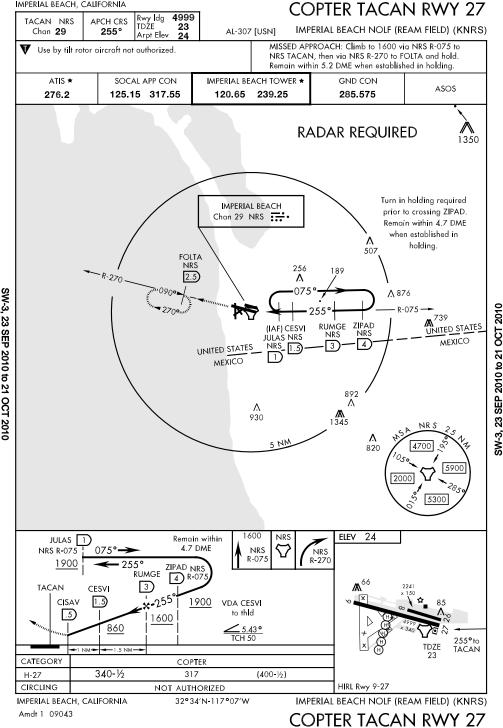
FUEL 100LL, JET A TPA—See Remarks Class III, ARFF Index A. NOTAM FILE IPL H-4I, L-4I IAP 03 Residential 50000 Area 4500 X 75

**RADAR** 318.8

AIRSPACE: CLASS E svc continuous. RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.

(H) VORTAC 115.9 IPI Chan 106 N32°44 93' W115°30 52' 311° 6.2 NM to fld -20/14F

L.A. CENTER APP/DEP CON 128.6



KLAMATH FALLS

LOS ANGELES

LOS ANGELES

L-4H

DIAP

### **CALIFORNIA**

N40°37.54′ W123°28.11′

UTC-8(-7DT)

AIRPORT REMARKS: Unattended. Arpt CLOSED nights except for emergency medical use. High terrain all quadrants. Intermittently closed winters due to snow. Ctc county transportation office for information 530-623-1365.

COMMUNICATIONS: CTAF/UNICOM 122.8 IMPERIAL BEACH NOLF (REAM FLD) N32°34.00' W117°07.00' B NOTAM FILE NRS

RWY 27: OLS.

COMMUNICATIONS: ATIS 276.2

Unusable 225°-230°.

(H47)

RWY 14-32: H2980X60 (ASPH)

1250 TPA-2050(800)

RWY 14: Trees. Rgt tfc.

1 NW

HYAMPOM

Not insp. RWY 09-27: H4999X340 (PEM) S-55, D-72, 2S-91, 2D-107

(NRS) NAF 1 S

RWY 32: Thid dspicd 700'. Trees.

HIRL RWY 08-26: H2241X150 (CONC) S-32, D-51 MILITARY SERVICE: FUEL J5 (Mon-Thu 1900-0500Z‡, Fri 1800-0200Z‡).

AIRSPACE: CLASS D svc Mon-Thu 1600-0630Z (1500-0600Z DT) and Fri 1600-0200Z±, Clsd from 0200Z± day prior

MILITARY REMARKS: Opr Mon-Thu 1600-0630Z (1500-0600Z DT) and Fri 1600-0200Z‡. CLOSED from 0200Z‡ day prior until 1600Z<sup>±</sup> day following government holiday: except pre-coordinated flt of opr necessity. Ctc NOLF ATC DSN 577-9414/9415 for opr inquires. RSTD Official Business Only — PPR fixed wing acft, ctc NASNI ODO DSN

UTC-8(-7DT)

S-12

NSTD MIRL for emerg medical use only, public use not authorized.

NOTAM FILE OAK

735-8233/8234, C619-545-8233/8234. Practice apch not authorized Rwy 09. CAUTION Extensive helicopter training, MISC Rwy 08-26 avbl for dalgt VFR helicopter use only.

R SOCAL APP/DEP CON 125.15 317.55 TOWER 120.65 239.25 (Mon-Thu 1600-0630Z (1500-0600Z DT) and Fri 1600-0200Z‡. Clsd from 0200Z‡ day prior until 1600Z‡ day following government holiday.) GND CON 285.575

WEATHER DATA SOURCES: ASOS DSN 577-9890, (C619) 437-9890.

until 1600Z‡ day following government holiday, other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE NRS. (I) TACAN Chan 29 NRS (109.2) N32°33.85′ W117°06.58′ at fld. 20/14E. Opr only during fld opr hr.

PAR COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

IMPERIAL CO (IPL) 1 S UTC-8(-7DT) N32°50.05' W115°34.72'

RWY 14-32: H5304X100 (ASPH-PFC) S-60, D-80, 2S-102, 2D-130 RWY 14: Fence.

RWY 32: VASI(V4L)-GA 3.0° TCH 47'. Road. Rgt tfc. RWY 08-26: H4500X75 (ASPH) S-50, D-50 MIRL RWY 08: PAPI(P2L)-GA 3.0° TCH 38'. P-line.

RWY 26: PAPI(P4L)-GA 3.0° TCH 38', Pole, Rgt tfc. AIRPORT REMARKS: Attended 1530-0030Z±. Avoid NAF EI Centro tfc: acft depart Rwy 26 rgt turn-stay below 1000'; ctc NAF Twr 119.1 for advisory. Frequent high-speed military jet traffic transits

Imperial Co traffic area westbound descending VFR to NAF EI Centro. Avoid 2500' to 3500' MSL near Imperial Co. Contact NAF Twr 119.1 for Navy tfc advisory. Radio antenna +70' located on control twr at midfield Rwy 14-32 and 500' W rwy centerline. TPA-946(1000) conventional acft, 1446(1500) jet acft. Overnight tiedown fee. ACTIVATE MIRL Rwys 08-26 and

14-32-CTAF. WEATHER DATA SOURCES: ASOS 132.175 (760) 355-2851. COMMUNICATIONS: CTAF/UNICOM 122.7 RCO 122.1R 115.9T (SAN DIEGO RADIO) RCO 122.5 (SAN DIEGO RADIO)

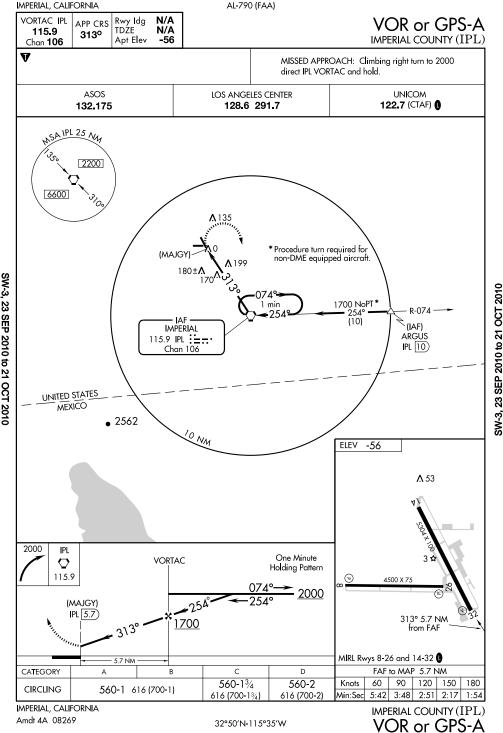
FUEL 100LL, JET A TPA—See Remarks Class III, ARFF Index A. NOTAM FILE IPL H-4I, L-4I IAP 03 Residential 50000 Area 4500 X 75

**RADAR** 318.8

AIRSPACE: CLASS E svc continuous. RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.

(H) VORTAC 115.9 IPI Chan 106 N32°44 93' W115°30 52' 311° 6.2 NM to fld -20/14F

L.A. CENTER APP/DEP CON 128.6



#### 114 INDEPENDENCE (207) 1 N UTC-8(-7DT) N36°48.98' W118°12.30'

S-20

RWY 14: Fence. RWY 32: Trees. Rgt tfc. RWY 05-23: 1498X30 (DIRT) RWY 05: Road. RWY 23: Fence.

RWY 14-32: H3533X60 (ASPH)

3908 TPA-4708(800) NOTAM FILE RAL

AIRPORT REMARKS: Unattended. Rwy 05-23 restricted can be used only during extreme crosswind conditions. Tfc pattern indicators for Rwy 14-32 only. Rwy 05-23 marked with an R on each end, no numbers or centerline markings. ACTIVATE MIRL Rwy 14-32-CTAF. COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BIH. BISHOP (T) VORW/DME 109.6 BIH Chan 33 N37°22.62′ W118°21.99′ 152° 34.5 NM to fld. 4117/15E.

INYOKERN (IYK) 1 NW UTC-8(-7DT) N35°39.52' W117°49.77' 2457 B S2 FUEL 100LL, JET A TPA-3457(1000) RWY 15-33: H7100X75 (ASPH) S-24 MIRL 0.4% up NW RWY 33: PAPI(P2L)-GA 3.3° TCH 40'. RWY 02-20: H6275X75 (ASPH) S-30, D-50, 2D-80 MIRL 0.4% up S RWY 02: PAPI(P2L)-GA 3.3° TCH 40'.

RWY 20: VASI(V4L)-GA 3.0° TCH 35', Thid dsplcd 320', Rgt tfc. RWY 10-28: H4150X75 (ASPH) S-24 MIRL 1.0% up W Rwy 28: Thid dspied 103'. AIRPORT REMARKS: Attended Mon-Fri 1500-0100Z±, Frequent glider ops on weekends. After 2200Z‡ callout fee for service call 760-382-3383, Monitor 122.8 in tfc pattern, ACTIVATE MIRL Rwy 02-20. Rwy 10-28. Rwy 15-33 and VASI Rwy 20-CTAF, PAPI Rwy 02 and Rwy 33 opr continuously. COMMUNICATIONS: CTAF/AUNICOM 122.8 R JOSHUA APP/DEP CON 133.65

EDWARDS (L) VORTAC 116.4 EDW Chan 111 N34°58.94' W117°43.96' 338° 40.8 NM to fld. 2354/15E. COMM/NAV/WEATHER REMARKS: Automated UNICOM-3 clicks for arpt advisory and wx or dial 617-262-3825, 4 clicks for radio check,

RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.

JACK McNAMARA FLD (See CRESCENT CITY) JACK NORTHROP FLD/HAWTHORNE MUNI

(See HAWTHORNE)

WESTOVER FIELD AMADOR CO (JAO) 2 NW UTC-8(-7DT) N38°22.61′ W120°47.64′

1690 B

S4 FUEL 100LL TPA-2690(1000) NOTAM FILE RIU

RWY 01-19: H3401X60 (ASPH) 12.5 RWY 01: REIL. VASI(V2L)—GA 3.0° TCH 25'.

WEATHER DATA SOURCES: AWOS-3 121.125 (209) 257-1292.

R NORCAL APP CON 125.1 (R) NORCAL DEP CON 127.4

LINDEN (H) VORTAC 114.8

TPA-3644(800)

RWY 07-25: 2508X100 (GRVL)

**COMMUNICATIONS: CTAF 122.9** JOHN WAYNE AIRPORT/ORANGE CO

RWY 25: Mountains. Rgt tfc.

JACQUELINE COCHRAN RGNL

JACUMBA

AIRPORT REMARKS: Attended 1700-0100Z‡. Rwy 19 is the preferred rwy. ACTIVATE MIRL Rwy 01-19-122.8.

COMMUNICATIONS: CTAF/UNICOM 123.075

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

LIN

Chan 95 N38°04.48′ W121°00.23′ 012° 20.7 NM to fld. 260/17E. (See PALM SPRINGS)

S-12

east of arpt. International boundary loc 750' south of Rwy 07-25.

NOTAM FILE SAN

1 E UTC-8(-7DT) N32°36.95' W116°09.92'

(See SANTA ANA)

AIRPORT REMARKS: Unattended. Wind permitting, recommend land Rwy 07 and dep Rwy 25 due to 480' hill 1 mile

RWY 19: REIL. VASI(V2L)—GA 4.0° TCH 32'. Tree.

ς١

Class III. ARFF Index A NOTAM FILE IYK H-4I. L-7C

SAN FRANCISCO

L-9A

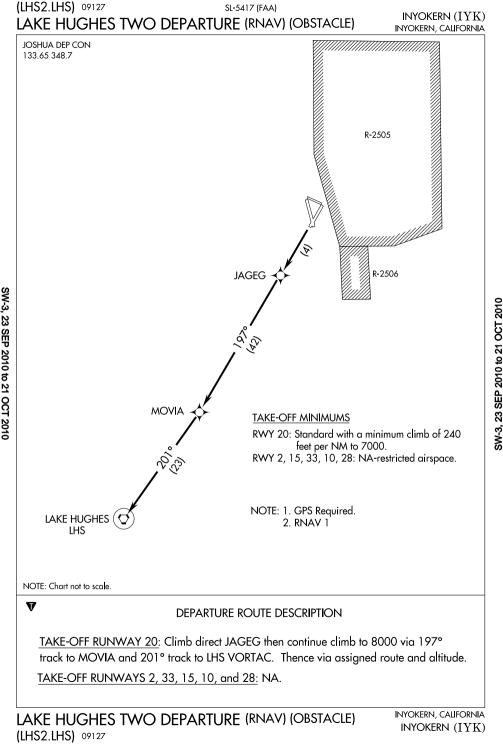
LAS VEGAS

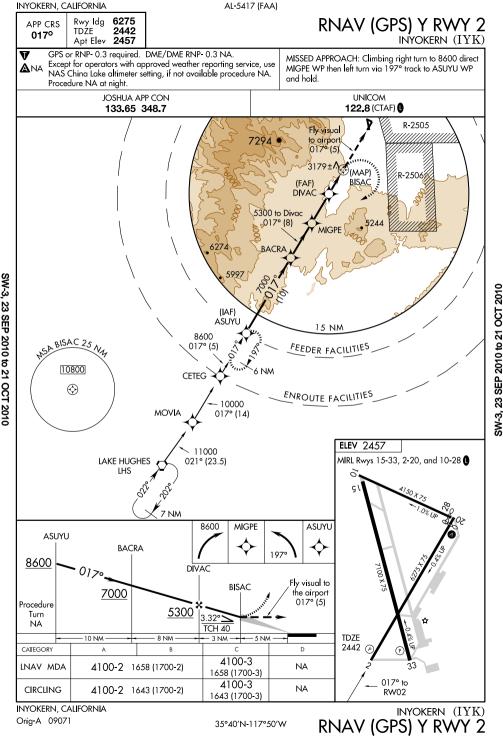
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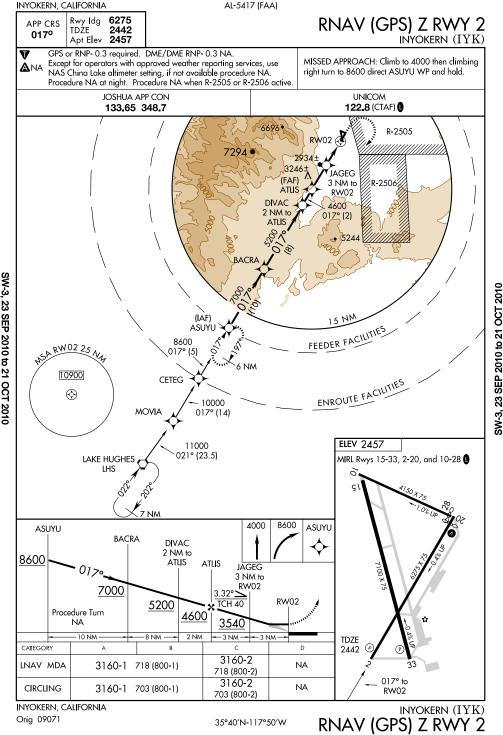
LOS ANGELES

SAN FRANCISCO

L-3A IAP







#### 114 INDEPENDENCE (207) 1 N UTC-8(-7DT) N36°48.98' W118°12.30'

S-20

RWY 14: Fence. RWY 32: Trees. Rgt tfc. RWY 05-23: 1498X30 (DIRT) RWY 05: Road. RWY 23: Fence.

RWY 14-32: H3533X60 (ASPH)

3908 TPA-4708(800) NOTAM FILE RAL

AIRPORT REMARKS: Unattended. Rwy 05-23 restricted can be used only during extreme crosswind conditions. Tfc pattern indicators for Rwy 14-32 only. Rwy 05-23 marked with an R on each end, no numbers or centerline markings. ACTIVATE MIRL Rwy 14-32-CTAF. COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BIH. BISHOP (T) VORW/DME 109.6 BIH Chan 33 N37°22.62′ W118°21.99′ 152° 34.5 NM to fld. 4117/15E.

INYOKERN (IYK) 1 NW UTC-8(-7DT) N35°39.52' W117°49.77' 2457 B S2 FUEL 100LL, JET A TPA-3457(1000) RWY 15-33: H7100X75 (ASPH) S-24 MIRL 0.4% up NW RWY 33: PAPI(P2L)-GA 3.3° TCH 40'. RWY 02-20: H6275X75 (ASPH) S-30, D-50, 2D-80 MIRL 0.4% up S RWY 02: PAPI(P2L)-GA 3.3° TCH 40'.

RWY 20: VASI(V4L)-GA 3.0° TCH 35', Thid dsplcd 320', Rgt tfc. RWY 10-28: H4150X75 (ASPH) S-24 MIRL 1.0% up W Rwy 28: Thid dspied 103'. AIRPORT REMARKS: Attended Mon-Fri 1500-0100Z±, Frequent glider ops on weekends. After 2200Z‡ callout fee for service call 760-382-3383, Monitor 122.8 in tfc pattern, ACTIVATE MIRL Rwy 02-20. Rwy 10-28. Rwy 15-33 and VASI Rwy 20-CTAF, PAPI Rwy 02 and Rwy 33 opr continuously. COMMUNICATIONS: CTAF/AUNICOM 122.8 R JOSHUA APP/DEP CON 133.65

EDWARDS (L) VORTAC 116.4 EDW Chan 111 N34°58.94' W117°43.96' 338° 40.8 NM to fld. 2354/15E. COMM/NAV/WEATHER REMARKS: Automated UNICOM-3 clicks for arpt advisory and wx or dial 617-262-3825, 4 clicks for radio check,

RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.

JACK McNAMARA FLD (See CRESCENT CITY) JACK NORTHROP FLD/HAWTHORNE MUNI

(See HAWTHORNE)

WESTOVER FIELD AMADOR CO (JAO) 2 NW UTC-8(-7DT) N38°22.61′ W120°47.64′

1690 B

S4 FUEL 100LL TPA-2690(1000) NOTAM FILE RIU

RWY 01-19: H3401X60 (ASPH) 12.5 RWY 01: REIL. VASI(V2L)—GA 3.0° TCH 25'.

WEATHER DATA SOURCES: AWOS-3 121.125 (209) 257-1292.

R NORCAL APP CON 125.1 (R) NORCAL DEP CON 127.4

LINDEN (H) VORTAC 114.8

TPA-3644(800)

RWY 07-25: 2508X100 (GRVL)

**COMMUNICATIONS: CTAF 122.9** JOHN WAYNE AIRPORT/ORANGE CO

RWY 25: Mountains. Rgt tfc.

JACQUELINE COCHRAN RGNL

JACUMBA

AIRPORT REMARKS: Attended 1700-0100Z‡. Rwy 19 is the preferred rwy. ACTIVATE MIRL Rwy 01-19-122.8.

COMMUNICATIONS: CTAF/UNICOM 123.075

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

LIN

Chan 95 N38°04.48′ W121°00.23′ 012° 20.7 NM to fld. 260/17E. (See PALM SPRINGS)

S-12

east of arpt. International boundary loc 750' south of Rwy 07-25.

NOTAM FILE SAN

1 E UTC-8(-7DT) N32°36.95' W116°09.92'

(See SANTA ANA)

AIRPORT REMARKS: Unattended. Wind permitting, recommend land Rwy 07 and dep Rwy 25 due to 480' hill 1 mile

RWY 19: REIL. VASI(V2L)—GA 4.0° TCH 32'. Tree.

ς١

Class III. ARFF Index A NOTAM FILE IYK H-4I. L-7C

SAN FRANCISCO

L-9A

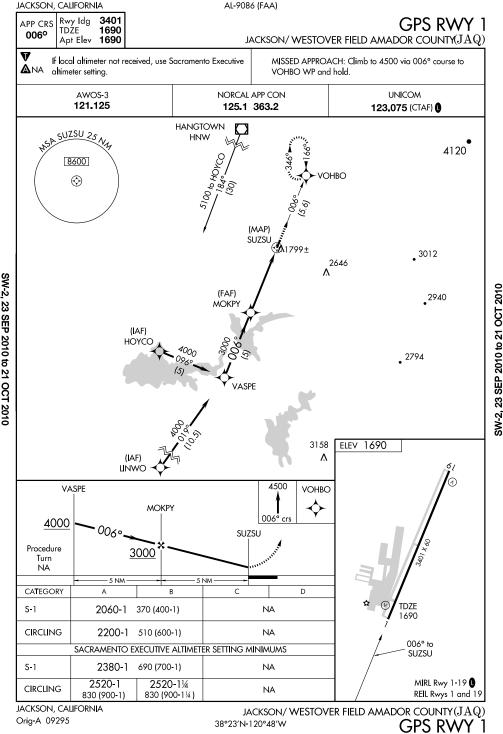
LAS VEGAS

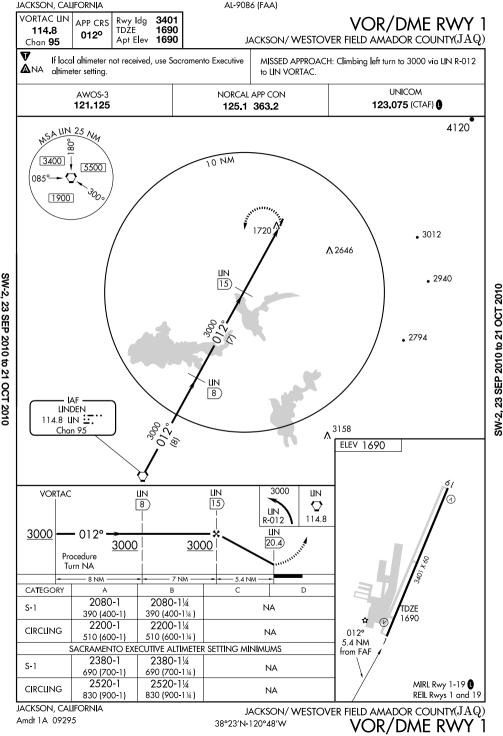
**IACKSON** 

LOS ANGELES

SAN FRANCISCO

L-3A IAP





LOS ANGELES

IAP, AD

H-41. L-3E. 4G. 7B

### **CALIFORNIA**

S-50, D-68, 2S-86, 2D-117

OX 2 TPA-3151(800) NOTAM FILE WJF

## LANCASTER

GENERAL WM. J. FOX AIRFIELD (WJF) 4 NW UTC-8(-7DT) N34°44.46′ W118°13.12′

marked.

RWY 24: REIL. PAPI(P4L)-GA 3.0° TCH 26'. Rgt tfc. AIRPORT REMARKS: Attended continuously. Lgtd radio towers 4 mi SE. Numerous birds SE of arpt. PAEW adjacent ramp area btn fuel

RWY 06-24: H7201X150 (ASPH-RFSC) RWY 06: REIL. PAPI(P4L)-GA 3.0° TCH 26'.

B S4 FUEL 100LL, JET A

WEATHER DATA SOURCES: ASOS (661) 949-2840. COMMUNICATIONS: CTAF 120.3 ATIS 126.3 UNICOM 122.95

island and terminal bldg. Rwy 24 first 340' of rwy centerline not

LANCASTER RCO 122.2 (RIVERSIDE RADIO) R JOSHUA APP/DEP CON 126.1

FOX TOWER 120.3 (1500-0500Z‡) **GND CON 121.7** AIRSPACE: CLASS D svc 1500-0500Z tother times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PMD. PALMDALE (H) VORTAC 114.5 PMD Chan 92

W118°03.83' 296° 10.1 NM to fld. 2498/15E.

NDB (MHW) 282 GWF N34°44.32′ W118°13.01′ NOTAM FILE WJF. Unmonitored.

I A VFRNF BRACKETT FLD (POC) 1 SW UTC-8(-7DT) N34°05.50' W117°46.91' 1011 B S4 FUEL 100LL, JET A OX 4 TPA-2011(1000) NOTAM FILE POC

RWY 08R-26L: H4839X75 (ASPH) S-26 MIRL 0.9% up E RWY 08R: REIL. PAPI(P4L)-GA 3.76° TCH 30'. Hill. Rgt tfc. RWY 26L: REIL. PAPI(P4L)—GA 3.76° TCH 18'. Thid dspicd 688'.

Road. RWY 08L-26R: H3661X75 (ASPH) S-12.5 0.9% up E RWY 08L: Hill. RWY 26R: Road. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Rwy 08L-26R CLOSED

nights indefinitely. Birds and wildlife invof arpt. Rapidly rising terrain 1 mile west-northwest of arpt. Noise abatement procedures in effect ctc arpt manager 909-593-1395, PAPI Rwy 8R unusable byd 5° left of centerline. WEATHER DATA SOURCES: LAWRS. COMMUNICATIONS: CTAF 118.2 ATIS 124.4 (909) 596-1523

**UNICOM** 122.95

W117°47.22'

ILS 110.5

R SOCAL APP/DEP CON 125.5 TOWER 118.2 (1500-0500Z±) **GND CON 125.0** AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE POC.

at fld. 1273/15E.

Rwv 26L.

HELIPAD H1: H50X50 (ASPH-CONC) HELIPORT REMARKS: Pomona Police Department Heliport.

POMONA (L) VORTAC 110.4 POM

I-POC

LEE VINING (024) 1 E UTC-8(-7DT) N37°57.47′ W119°06.35′

N34°04 70'

7201 X 150

LOS ANGELES COPTER L-3E. 4H. 7C IAP. AD

Unda

SAN FRANCISCO

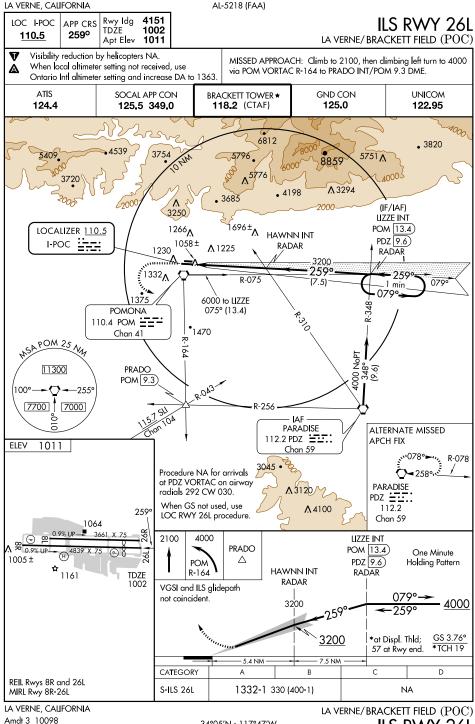
L-9A

6802 B TPA-7602(800) NOTAM FILE RAL RWY 16-34: H4090X50 (ASPH) S-30 LIRL

RWY 16: Thid dspicd 100'. RWY 34: Thid dsplcd 200'. Rgt tfc. AIRPORT REMARKS: Unattended. NSTD dsplcd thid markings are yellow. ACTIVATE LIRL Rwy 16-34—CTAF. COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BIH. BISHOP (T) VORW/DME 109.6 BIH Chan 33 N37°22.62′ W118°21.99′ 300° 49.5 NM to fld. 4117/15E.

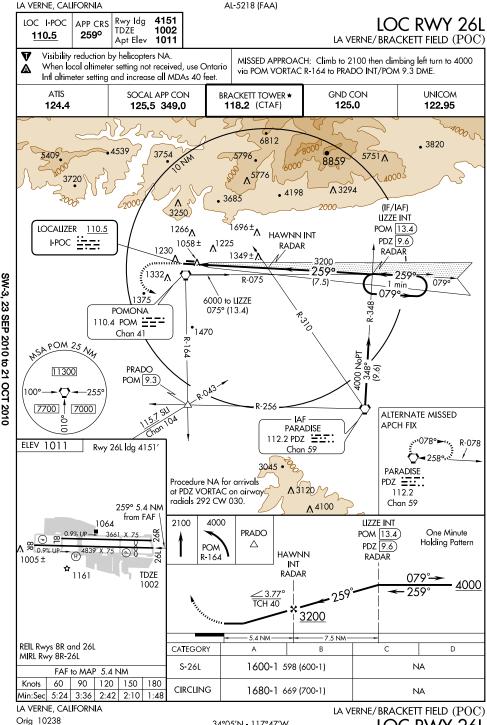
Chan 41



SW-3,

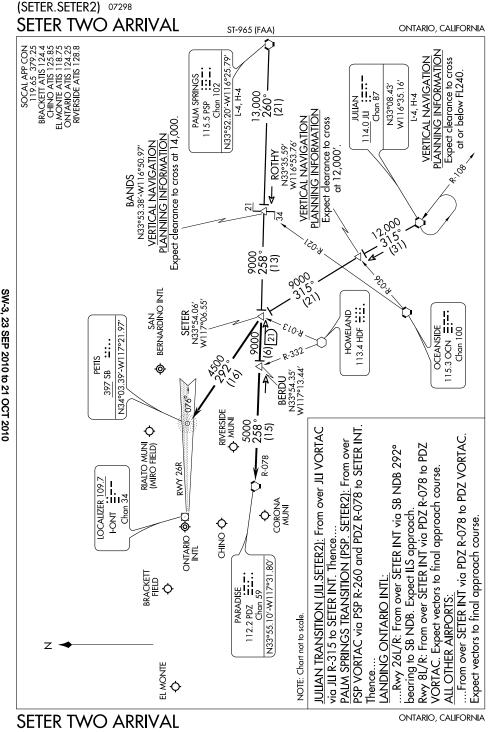
23 SEP 2010 to 21 OCT 2010

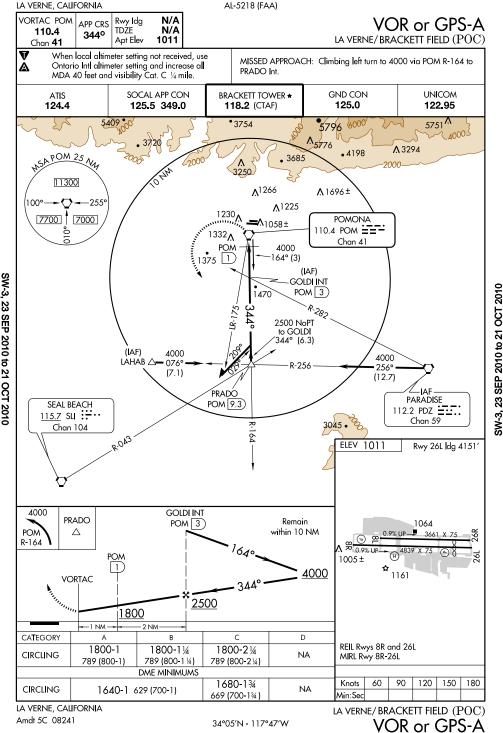
ILS RWY 26L

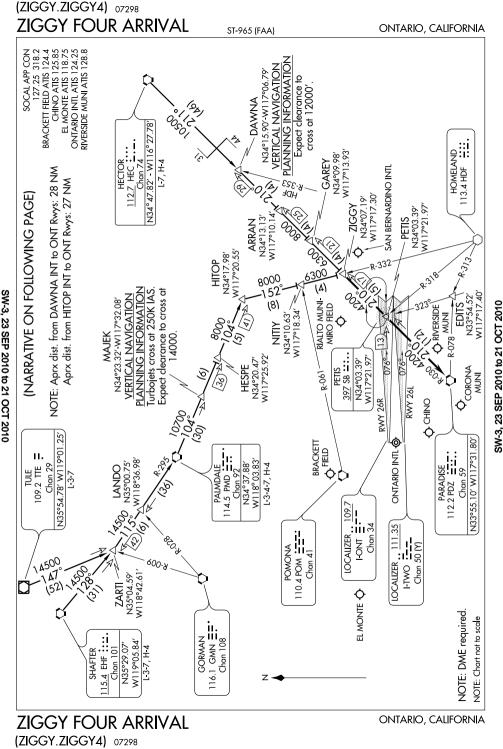


34°05′N - 117°47′W LOC RWY 26L SW-3, 23 SEP 2010 to 21 OCT 2010

SW-3,







ZIGGY FOUR ARRIVAL

#### ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

## LANDING ONTARIO INTL:

- .... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- .... RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

### ALL OTHER AIRPORTS:

- . . . . From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

116 **CALIFORNIA** KING CITY MESA DEL REY (KIC) 1 NE UTC-8(-7DT) N36°13.71′ W121°07.28′ SAN FRANCISCO 370 B S4 FUEL 100LL JET A TPA-1170(800) NOTAM FILE OAK 1-3C RWY 11-29: H4485X100 (ASPH) S-12 MIRL RWY 11: Berm. RWY 29. Road AIRPORT REMARKS: Attended 1600-0100Z‡, Fuel avbl 24 hrs. Svc road within 50' of Rwy 29. COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE OAK. BIG SUR (L) VORTACW 114.0 BSR Chan 87 N36°10.88 W121°38.53' 067° 25.4 NM to fld. 4085/16E. Residential Δτοσ KINGDON AIRPARK (See LODI) **KLAMATH GLEN** ANDY McBETH (S51) 1 S UTC-8(-7DT) N41°30.72′ W123°59.74′ KLAMATH FALLS TPA-1042(1000) NOTAM FILE OAK

RWY 11-29: H2400X50 (ASPH) S-12 RWY 11: Brush. Rgt tfc.

RWY 29: Hill. AIRPORT REMARKS: Unattended. High mountains and trees surround arpt, mountain flying experience strongly recommended. COMMUNICATIONS: CTAF 122.9

KNEELAND (See EUREKA)

LAKE BERRYESSA SPB (See NAPA)

LAKE HUGHES N34°40.98' W118°34.62' NOTAM FILE HHR. (L) VORTACW 108.4 LHS Chan 21 359° 27.9 NM to Tehachapi Muni. 5790/15E.

VOR unusable: 335°-350° blo 10.000'.

LAKE OROVILLE LANDING AREA SPB (See OROVILLE) LAMPSON FLD (102) 3 S UTC-8(-7DT) N38°59.44′ W122°54.04′ 1379 B S4 FUEL 100LL TPA-2178(800) NOTAM FILE OAK

LAKEPORT RWY 10-28: H3597X60 (ASPH) S-30

AIRPORT REMARKS: Attended 1600-0100Z±. ACTIVATE MIRL Rwv 10-28-CTAF. WEATHER DATA SOURCES: AWOS-2 118.35 (707) 262-0380. COMMUNICATIONS: CTAF/UNICOM 122.8 OAKLAND CENTER APP/DEP CON 127.8 RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.

MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19' W123°16.45' 086° 17.9 NM to fld. 2980/16E. HIWAS. LAKE TAHOE (See SOUTH LAKE TAHOE)

MIRL 0.3% up NW RWY 28: PAPI(P2L)—GA 4.0° TCH 40', Thid dspicd 85', Road, Rgt tfc.

L-3E, 4G, 7B

SAN FRANCISCO

L-2G IAP

LOS ANGELES

LOS ANGELES

I-3F 4G 7B

LAMPSON FLD (See LAKEPORT) LANCASTER N34°44.47′ W118°13.14′

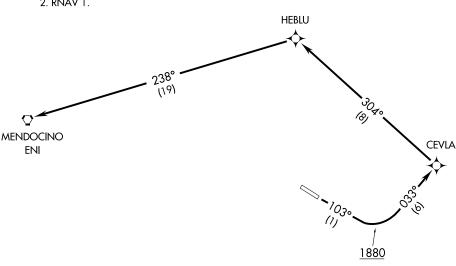
RCO 122 2 (RIVERSIDE RADIO)

Rwy 10: Standard with minimum climb of 496' per NM to 4500. Rwy 28: NA- Rapidly rising terrain.

TAKE-OFF MINIMUMS

NOTE: TAKE-OFF Rwy 10: Do not exceed 175 knots until passing HEBLU.

NOTE: 1. GPS Required. 2. RNAV 1.



### TAKE-OFF OBSTACLE NOTES

Rwy 10: Vehicle on road 347' from DER, 7' right of centerline, 15' AGL/1394' MSL. Trees beginning 280' from DER, 201' left of centerline, up to 100' AGL/1479' MSL. Trees beginning 494' from DER, 219' right of centerline, up to 100' AGL/1479' MSL.

NOTE: Chart not to scale.

SW-2, 23 SEP 2010 to 21 OCT 2010

### V

23 SEP 2010 to 21 OCT 2010

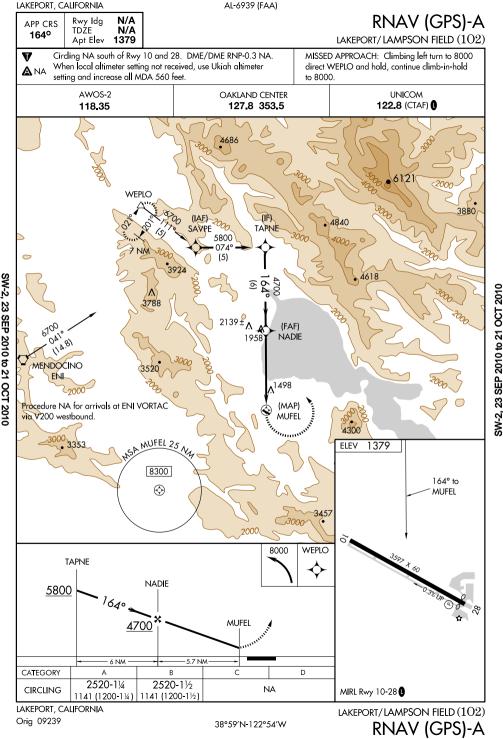
### DEPARTURE ROUTE DESCRIPTION

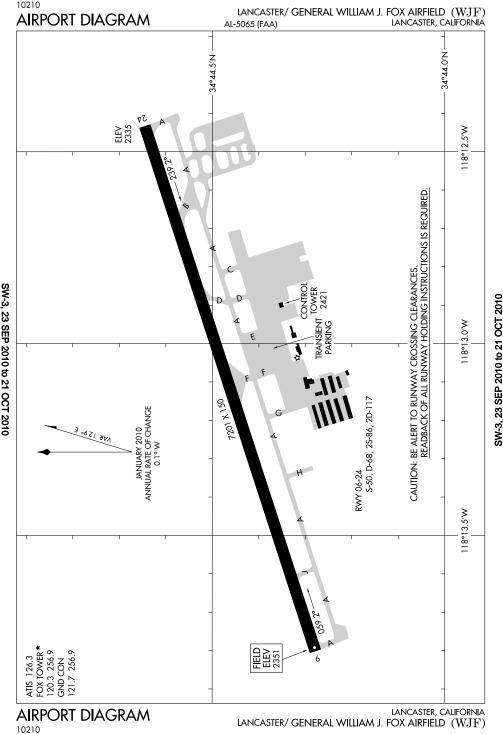
TAKE-OFF RWY 10: Climb heading 103° to 1880, then climb to 6000 on 033° course to CEVLA, then via 304° track to HEBLU, then via 238° track to ENI VORTAC, thence . . . .

. . via assigned route, expect clearance to filed altitude 10 minutes after departure.

LAKEPORT TWO DEPARTURE (RNAV) (LAKPT2.ENI) 09295

LAKEPORT, CALIFORNIA





LOS ANGELES

IAP, AD

H-41. L-3E. 4G. 7B

### **CALIFORNIA**

S-50, D-68, 2S-86, 2D-117

OX 2 TPA-3151(800) NOTAM FILE WJF

## LANCASTER

GENERAL WM. J. FOX AIRFIELD (WJF) 4 NW UTC-8(-7DT) N34°44.46′ W118°13.12′

marked.

RWY 24: REIL. PAPI(P4L)-GA 3.0° TCH 26'. Rgt tfc. AIRPORT REMARKS: Attended continuously. Lgtd radio towers 4 mi SE. Numerous birds SE of arpt. PAEW adjacent ramp area btn fuel

RWY 06-24: H7201X150 (ASPH-RFSC) RWY 06: REIL. PAPI(P4L)-GA 3.0° TCH 26'.

B S4 FUEL 100LL, JET A

WEATHER DATA SOURCES: ASOS (661) 949-2840. COMMUNICATIONS: CTAF 120.3 ATIS 126.3 UNICOM 122.95

island and terminal bldg. Rwy 24 first 340' of rwy centerline not

LANCASTER RCO 122.2 (RIVERSIDE RADIO) R JOSHUA APP/DEP CON 126.1

FOX TOWER 120.3 (1500-0500Z‡) **GND CON 121.7** AIRSPACE: CLASS D svc 1500-0500Z tother times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PMD. PALMDALE (H) VORTAC 114.5 PMD Chan 92

W118°03.83' 296° 10.1 NM to fld. 2498/15E.

NDB (MHW) 282 GWF N34°44.32′ W118°13.01′ NOTAM FILE WJF. Unmonitored.

I A VFRNF BRACKETT FLD (POC) 1 SW UTC-8(-7DT) N34°05.50' W117°46.91' 1011 B S4 FUEL 100LL, JET A OX 4 TPA-2011(1000) NOTAM FILE POC

RWY 08R-26L: H4839X75 (ASPH) S-26 MIRL 0.9% up E RWY 08R: REIL. PAPI(P4L)-GA 3.76° TCH 30'. Hill. Rgt tfc. RWY 26L: REIL. PAPI(P4L)—GA 3.76° TCH 18'. Thid dspicd 688'.

Road. RWY 08L-26R: H3661X75 (ASPH) S-12.5 0.9% up E RWY 08L: Hill. RWY 26R: Road. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Rwy 08L-26R CLOSED

nights indefinitely. Birds and wildlife invof arpt. Rapidly rising terrain 1 mile west-northwest of arpt. Noise abatement procedures in effect ctc arpt manager 909-593-1395, PAPI Rwy 8R unusable byd 5° left of centerline. WEATHER DATA SOURCES: LAWRS. COMMUNICATIONS: CTAF 118.2 ATIS 124.4 (909) 596-1523

**UNICOM** 122.95

W117°47.22'

ILS 110.5

R SOCAL APP/DEP CON 125.5 TOWER 118.2 (1500-0500Z±) **GND CON 125.0** AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE POC.

at fld. 1273/15E.

Rwv 26L.

HELIPAD H1: H50X50 (ASPH-CONC) HELIPORT REMARKS: Pomona Police Department Heliport.

POMONA (L) VORTAC 110.4 POM

I-POC

LEE VINING (024) 1 E UTC-8(-7DT) N37°57.47′ W119°06.35′

N34°04 70'

7201 X 150

LOS ANGELES COPTER L-3E. 4H. 7C IAP. AD

Unda

SAN FRANCISCO

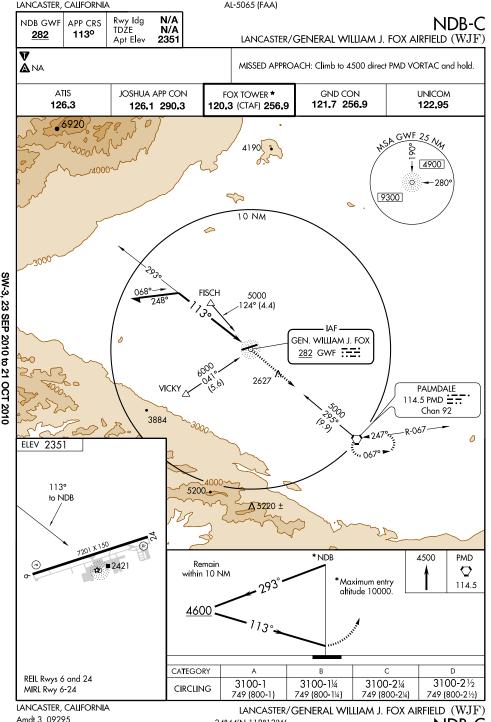
L-9A

6802 B TPA-7602(800) NOTAM FILE RAL RWY 16-34: H4090X50 (ASPH) S-30 LIRL

RWY 16: Thid dspicd 100'. RWY 34: Thid dsplcd 200'. Rgt tfc. AIRPORT REMARKS: Unattended. NSTD dsplcd thid markings are yellow. ACTIVATE LIRL Rwy 16-34—CTAF. COMMUNICATIONS: CTAF 122.9

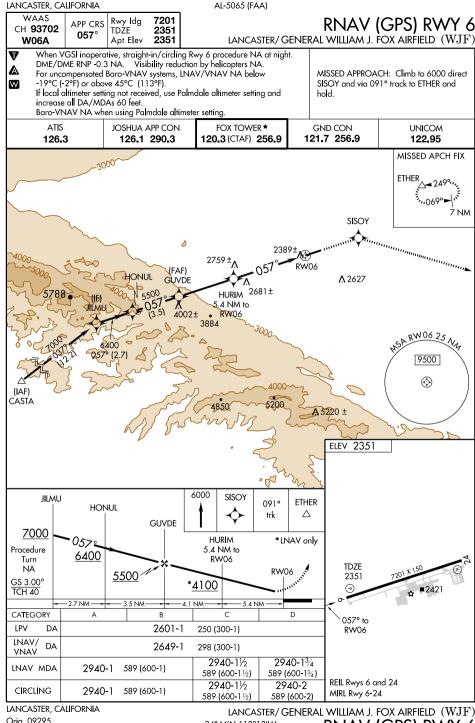
RADIO AIDS TO NAVIGATION: NOTAM FILE BIH. BISHOP (T) VORW/DME 109.6 BIH Chan 33 N37°22.62′ W118°21.99′ 300° 49.5 NM to fld. 4117/15E.

Chan 41



Amdt 3 09295

NDB-C 34°44′N-118°13′W

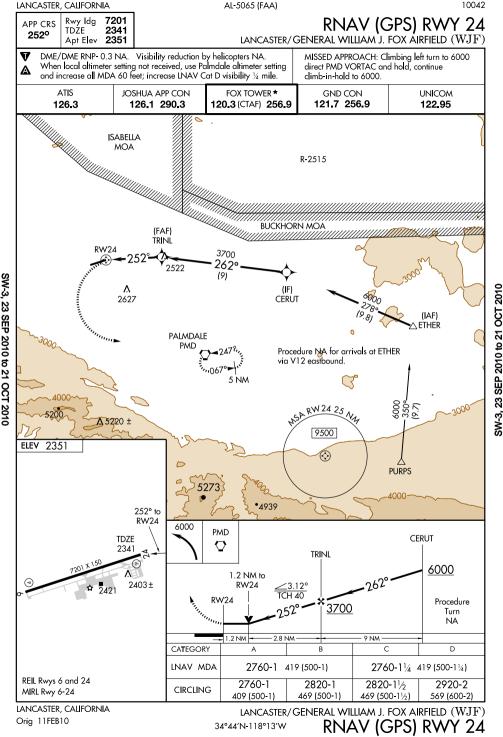


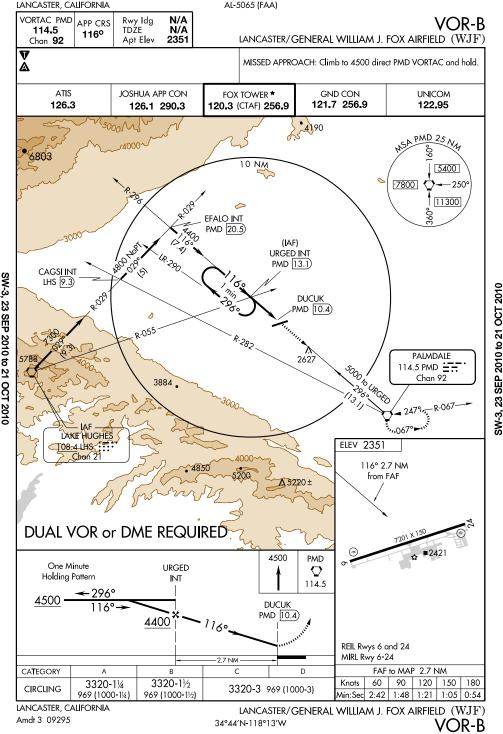
Orig 09295

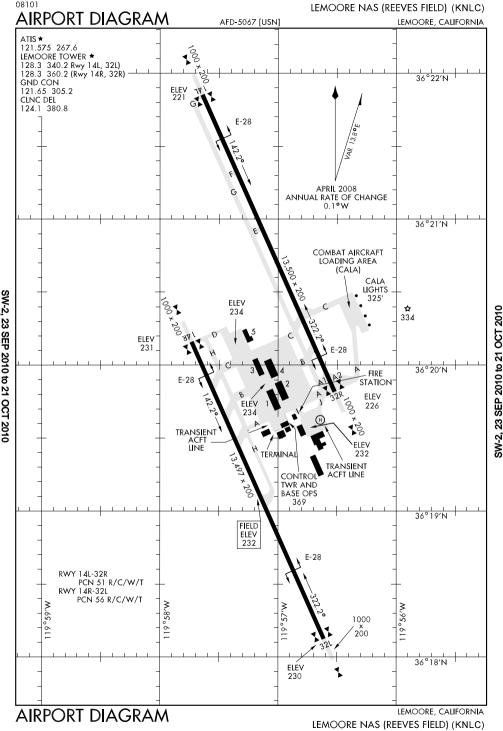
SW-3,

23 SEP 2010 to 21 OCT 2010

34°44′N-118°13′W RNAV (GPS) RWY 6







118 CALIFORNIA

LEMOORE NAS (REEVES FLD) (NLC) NAS 7 W

NOTAM FILE NLC

RWY 14L-32R: H13500X200 (CONC)

RWY 14R-32I · H13497X200 (CONC)

RWY 14L: OLS. REIL.

RWY 14R. OLS REII ARRESTING GEAR/SYSTEM RWY 14I HOOK F28 (1849')

GND CON 121 65 305 2

UTC-8(-7DT)

Not insp

HIRI

HIRI

N36°19 98' W119°57 12'

CINC DEL 124 1 380 8

SAN FRANCISCO

HOOK F28 (1756') RWY 32R

HOOK E28 (3495') RWY 32L

IASII 2(GTC-85)

H-4H I-3C

DIAP. AD

FLUID SP PRESAIR OXRB (LOX avbl Mon-Fri 1600-0000Z± only.)

PCN 51 R/C/W/T

PCN 56 R/C/W/T

RWY 321. ALSE2 SE OLS WAVE-DEE REIL

RWY 14R HOOK F28 (1600') MILITARY SERVICE: LGT Precision Approach and Landing System unavbl weekends. Rotating bcn not opr when arpt clsd. 2(NC-5) 2(NC-8) 1(NCPP-105) FUEL J5

RWY 32R. OLS REIL

Rwv 14L-32R and Rwv 14R-32L portable lgts, Carrier deck lgt Rwv 14L and Rwv 32L. **III** 0-128-133-156 TRAN ALERT Ltd transient syc/maintenance avbl during arpt opr hr. High-speed fuel lanes

not auhl to transient acft

MILITARY REMARKS: Attended Mon-Thu 1600-08007±. Fri 1600-02007±. Sat 1800-02007±. Sun 2100-05007±. See FLIP AP/1 Supplementary Arpt Remark for holiday schedule. Field hrs subject to change via NOTAM, RSTD PPR DSN 949-1023, C559-998-1023 except AIREVAC. Civilian acft ldg permits required. Prior coordination or flight advisory required for AMC and scheduled airlifts. 24 hr prior notice required for acft with hazardous cargo.

CAUTION Bird hazard. High intensity jet opr 25 NM radius 0-15.000' Mon-Fri. Black top areas adjacent to twy and hanger for erosion control only, will not support acft. TFC PAT Heavy acft executing practice instrument anch limited to low apph. Reduced rwy separation standard in effect USN/USMC acft. MISC Prior coordination rgr for

transient practice instrument apch DSN 949-1099, C559-998-1099, Data link frequency 323.5, TRN-28 monitor system Chan 13. WEATHER DATA SOURCES: AWOS-3 (C559) 998-2336.

COMMUNICATIONS: ATIS 121 575 267 6 (R) APP CON 124.1 (N) 118.15 (S) 286.0 TOWER 128.3 340.2 (Rwy 14L. 32L) 360.2 (Rwy 14R. 32R) (Mon-Thu 1600-0800Z±, Fri 1600-0200Z±, Sat

1800-0200Z±. Sun 2100-0500Z±) (R) DEP CON 118.15 318.8 (Rwy 14L/R) 124.1 318.8 (Rwy 32L/R) PSMV METRO 317.0 MOA ADVISORY 134.225 290.325 RASE NPS 200 3

AIRSPACE: CLASS D svc Mon-Thu 1600-0800Z±, Fri 1600-0200Z±, Sat 1800-0200Z±, Sun 2100-0500Z± other times CLASS F

RADIO AIDS TO NAVIGATION: NOTAM FILE NLC. (H) TACAN Chan 80 NLC (113.3) N36°20.65′ W119°57.98′ at fld. 229/16E.

TACAN azimuth unusable: 180°-200° byd 6 NM blo 6,000′ 180°-200° bvd 15 NM blo 10.000° ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. LINCOLN RGNL/KARL HARDER FLD (LHM) 3 W UTC-8(-7DT)

N38°54.55' W121°21.08'

S4 FUEL 100LL, JET A TPA-1121(1000) NOTAM FILE RIU RWY 15-33: H6001X100 (ASPH) S-30, D-60 MIRI

RWY 15: MALSR, PAPI(P4L)-GA 3.0° TCH 44', Tree.

100LL fuel truck ctc (916) 257-4854, 1400-0230Z±, Self svc

RWY 33: PAPI(P4R)-GA 3.0° TCH 29'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-0230Z‡. For Jet A and

fuel avbl 24 hrs. Parachute Jumping, Rwy 15 calm wind rwy. ACTIVATE MIRL Rwy 15-33, MALSR Rwy 15-CTAF. PAPI Rwy 15 and Rwy 33 turned on during dalgt hrs. after dark ACTIVATE-CTAF.

WEATHER DATA SOURCES: AWOS-3 124.25 (916) 645-0698. COMMUNICATIONS: CTAF/UNICOM 123.0 (R) NORCAL APP/DEP CON 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE MYV. MARYSVILLE (T) VOR/DME 110.8 MYV Chan 45 N39°05.92' W121°34.38'

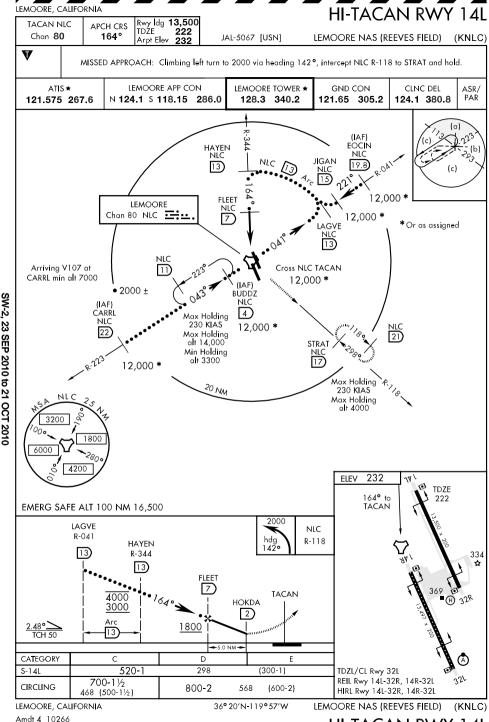
122° 15.4 NM to fld. 62/16E. ILS/DME 108.75 I-LHM Chan 24(Y)

Rwy 15. II.S unmonitored

SAN FRANCISCO H-3B, L-2G, 3A IAP

180°-200° byd 25 NM blo 15,000′

**LINDEN** N38°04.48′ W121°00.23′ NOTAM FILE RIU. (H) VORTAC 114.8 LIN Chan 95 285° 14.7 NM to Lodi 260/17F SAN FRANCISCO H-3R I-2F 3R

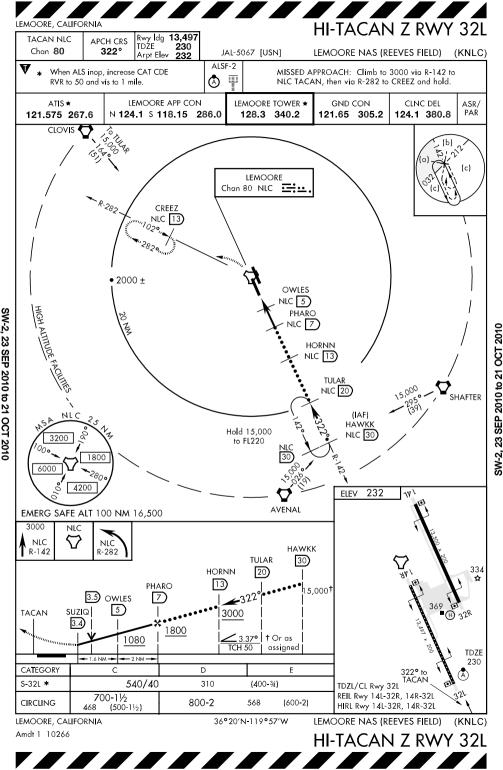


SW-2,

HI-TACAN RWY 14L

SW-2,

23 SEP 2010 to 21 OCT 2010

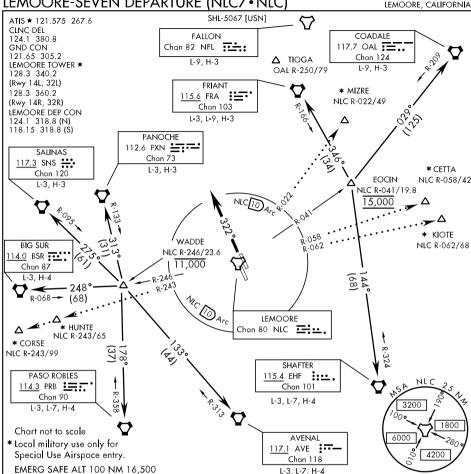


SW-2,

ີນ

SEP 2010 to 21 OCT 2010

# LEMOORE-SEVEN DEPARTURE (NLC7 • NLC)



### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 32L/32R: Climb to 2000 via heading 322°. Expect radar vectors to join assigned transition route.

AVENAL TRANSITION (NLC7.AVE): From over WADDE via AVE R-313 to AVENAL VORTAC. Thence as filed. Cross WADDE at or below 11,000.

BIG SUR TRANSITION (NLC7.BSR): From over WADDE climb on heading 248° to 11,000 or as assigned for vectors to intercept BSR R-068 to BIG SUR VORTAC. Thence as filed. Cross WADDE at or below 11,000.

COALDALE TRANSITION (NLC7.OAL): From over EOCIN climb on heading 029° to 15,000 or as assigned for radar vectors to intercept OAL R-209 to COALDALE VORTAC. Thence as filed. Cross EOCIN at 15,000.

(Continued on next page)

LEMOORE, CALIFORNIA

SHL-5067 [USN]

# DEPARTURE ROUTE DESCRIPTION (Continued)

CORSE TRANSITION (NLC7.CORSE): From over WADDE fly heading 246° for vectors to intercept NLC R-243 to CORSE. Cross WADDE at or below 11,000.

FALLON TRANSITION (NLC7.NFL): From over EOCIN fly heading 041° for vectors to FALLON TACAN. Then as filed. Cross EOCIN at 15,000.

FRIANT TRANSITION (NLC7.FRA): From over EOCIN via FRA R-166 to FRIANT VORTAC. Thence as filed. Cross EOCIN at 15,000.

<u>HUNTE TRANSITION (NLC7.HUNTE):</u> From over WADDE fly heading 246° for vectors to intercept NLC R-243 to HUNTE. Cross WADDE at or below 11,000.

MIZRE TRANSITION (NLC7.MIZRE): from over EOCIN fly heading 041° for vectors to intercept NLC R-022 to MIZRE. Thence as filed. Cross EOCIN at 15,000.

PANOCHE TRANSITION (NLC7.PXN): From over WADDE via PXN R-133 to PANOCHE VORTAC. Thence as filed. Cross WADDE at or below 11,000.

PASO ROBLES TRANSITION (NLC7.PRB): From over WADDE via PRB R-358 to PASO ROBLES VORTAC. Thence as filed. Cross WADDE at or below 11,000.

SALINAS TRANSITION (NLC7.SNS): From over WADDE climb on heading 275° to 11,000 or as assigned for vectors to intercept SNS R-095 to SALINAS VORTAC. Thence as filed. Cross WADDE at or below 11,000.

SHAFTER TRANSITION (NLC7.EHF): From over EOCIN via EHF R-324 to SHAFTER VORTAC. Thence as filed. Cross EOCIN at 15,000.

TIOGA TRANSITION (NLC7.TIOGA): From over EOCIN fly heading 041° for vectors to TIOGA. Thence as filed. Cross EOCIN at 15,000.

<u>LOST COMMUNICATIONS</u>: If no transmissions are received within 8 DME of NLC TACAN, climb to 4000, fly departure heading to intercept NLC TACAN 10 mile arc, arc to respective departure radial then via departure radial to assigned departure fix. Then via assigned transition or route. Once established on departure radial climb to filed altitude.

SW-2,

23 SEP 2010 to 21 OCT 2010

V

# REEVES-ONE DEPARTURE (REVES1 • NLC)

LEMOORE, CALIFORNIA SHL-5067 [USN] ATIS ★ 121.575 267.6 CLNC DEL FALLON 124.1 380.8 COADALE GND CON Chan 82 NFL :::: 121.65 305.2 117.7 OAL △ TIOGA L-9, H-3 LEMOORE TOWER ★ Chan 124 OAL R-250/79 128.3 340.2 L-9. H-3 (Rwy 14L, 32L) FRIANT 128.3 360.2 115.6 FRA (Rwy 14R, 32R) Chan 103 LEMOORE DEP CON \* MIZRE L-3, L-9, H-3 124.1 318.8 (N) NLC R-022/49 118.15 318.8 (S) PANOCHE 112.6 PXN SALINAS Chan 73 <u>117.3</u> SNS **∷**: L-3. H-3 Chan 120 L-3, H-3 NLC 10 Arc LEMOORE \*SWOOP NLC R-077/67 Chan 80 NLC =: ... BIG SUR R-077 114.0 BSR R-082 \*OMEGA Chan 87 R-086 L-3, H-4 NLC R-082/47 R-243 IR-223 (631 BUMPI CARRI 256 R-076-NLC R-223/22 NLC R-086/23.3 15,000 11,000 MC 10) Arc \* HUNTE NLC R-243/65 \* CORSE NLC R-243/99 SHAFTER PASO ROBLES 115.4 EHF 114.3 PRB == . Chan 101 Chan 90 L-3, L-7, H-4 3200 L-3, L-7, H-4 1800 Chart not to scale AVENAL 6000 \* Local military use only for 117.1 AVE 4200 Special Use Airspace entry. Chan 118

## DEPARTURE ROUTE DESCRIPTION

L-3, L-7, H-4

TAKE-OFF RUNWAYS 14L/14R: Climb to 2000 via heading 142°. Expect radar vectors to join assigned transition route.

AVENAL TRANSITION (REVES1.AVE): From over CARRL via AVE R-313 to AVENAL VORTAC. Thence as filed. Cross CARRL at or below 11,000.

BIG SUR TRANSITION (REVES1.BSR): From over CARRL climb on heading 256° to 11,000 or as assigned for vectors to intercept BSR R-076 to BIG SUR VORTAC. Thence as filed. Cross CARRL at or below 11,000.

(Continued on next page)

EMERG SAFE ALT 100 NM 16,500

LEMOORE, CALIFORNIA

# REEVES-ONE DEPARTURE (REVES1 • NLC)

SHL-5067 [USN]

## DEPARTURE ROUTE DESCRIPTION (Continued)

CORSE TRANSITION (REVES1.CORSE): From over CARRL fly heading 270° for vectors to intercept NLC R-243 to CORSE. Cross CARRL at or below 11,000.

HUNTE TRANSITION (REVES1. HUNTE): From over CARRL fly heading 270° for vectors to intercept NLC R-243 to HUNTE. Cross CARRL at or below 11,000.

PANOCHE TRANSITION (REVES1.PXN): From over CARRL via PXN R-133 to PANOCHE VORTAC. Thence as filed. Cross CARRL at or below 11,000.

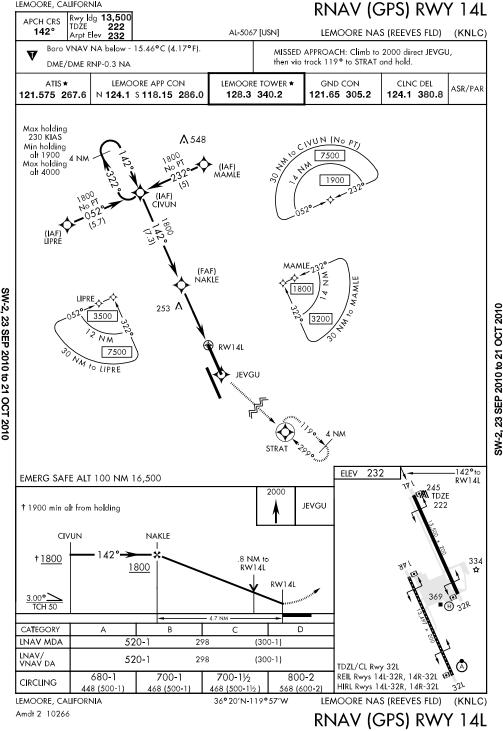
PASO ROBLES TRANSITION (REVES1.PRB): From over CARRL via PRB R-010 to PASO ROBLES VORTAC. Thence as filed. Cross CARRL at or below 11,000.

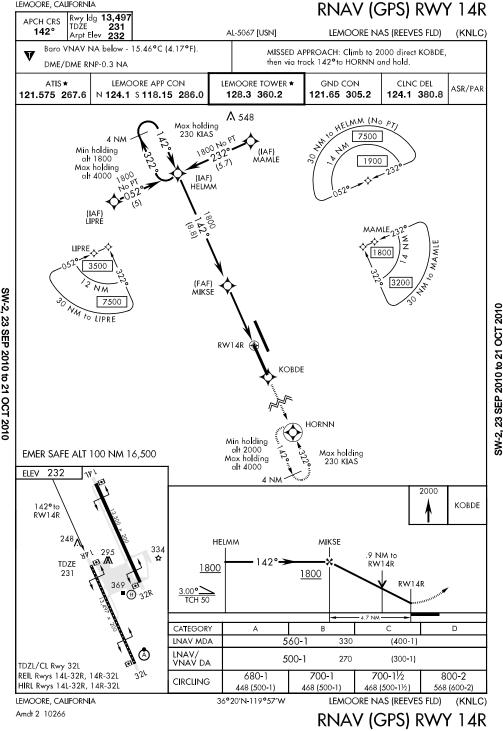
SALINAS TRANSITION (REVES1.SNS): From over CARRL climb on heading 280° to 11,000 or as assigned for vectors to intercept SNS R-100 to SALINAS VORTAC. Thence as filed. Cross CARRL at or below 11,000.

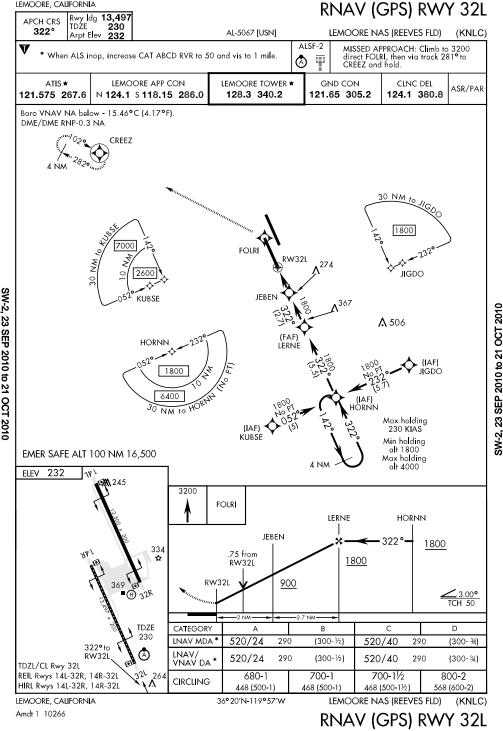
LOST COMMUNICATIONS: If no transmissions are received within 8 DME of NLC TACAN, climb to 4000, fly departure heading to intercept NLC TACAN 10 mile arc, thence...

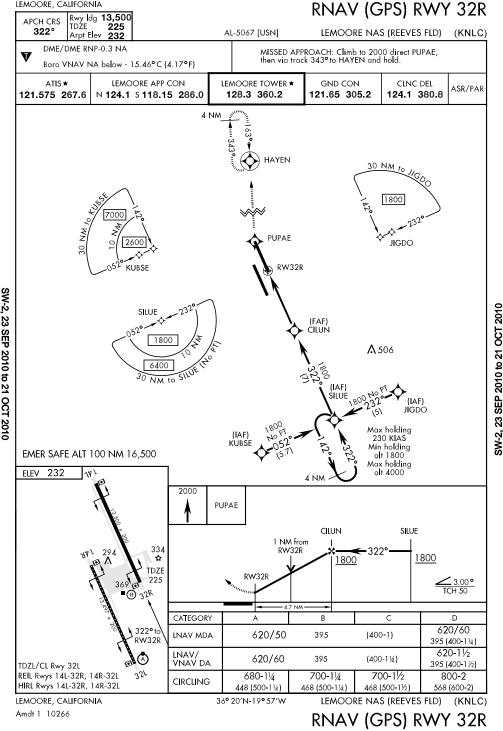
West bound Departures: Arc west of NLC TACAN via 10 mile arc to NLC R-223 to CARRL, then via assigned transition or route. Once established on departure radial climb to filed altitude. Cross CARRL at or below 11,000.

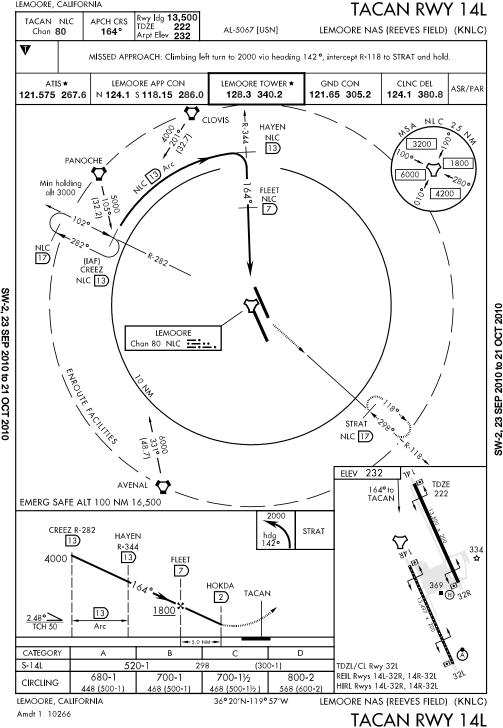
East bound Departures: Arc east of NLC TACAN via 10 mile arc to NLC R-086, then via NLC R-086 to BUMPI, then via assigned route. Once established on NLC R-086 climb to filed altitude. Cross BUMPI at 15,000.

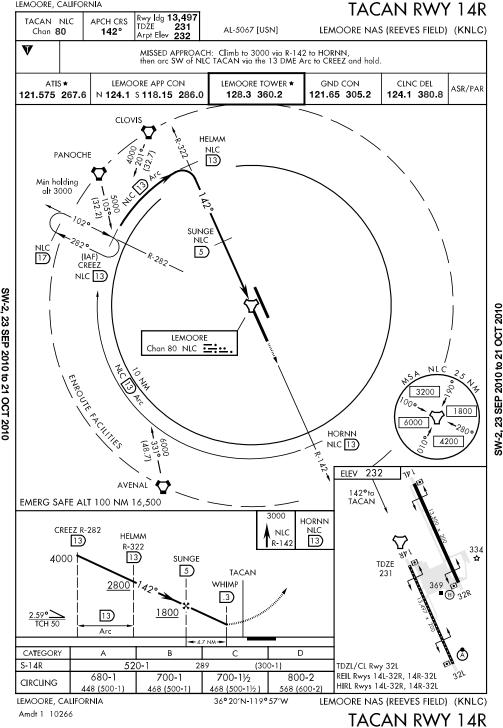


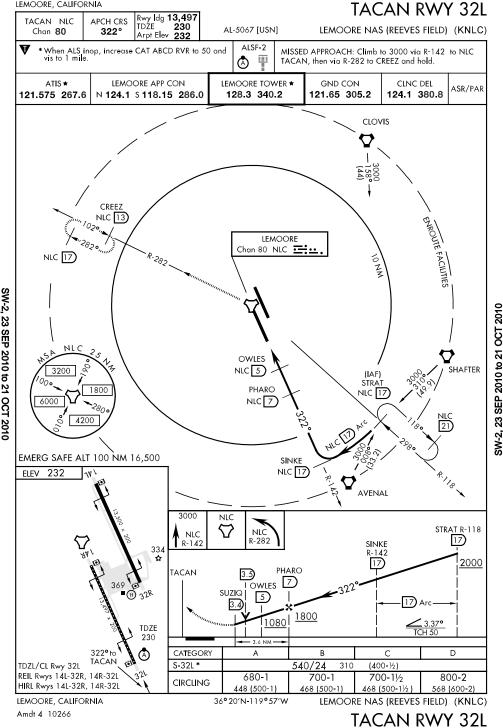












118 CALIFORNIA

LEMOORE NAS (REEVES FLD) (NLC) NAS 7 W

NOTAM FILE NLC

RWY 14L-32R: H13500X200 (CONC)

RWY 14R-32I · H13497X200 (CONC)

RWY 14L: OLS. REIL.

RWY 14R. OLS REII ARRESTING GEAR/SYSTEM RWY 14I HOOK F28 (1849')

GND CON 121 65 305 2

UTC-8(-7DT)

Not insp

HIRI

HIRI

N36°19 98' W119°57 12'

CINC DEL 124 1 380 8

SAN FRANCISCO

HOOK F28 (1756') RWY 32R

HOOK E28 (3495') RWY 32L

IASII 2(GTC-85)

H-4H I-3C

DIAP. AD

FLUID SP PRESAIR OXRB (LOX avbl Mon-Fri 1600-0000Z± only.)

PCN 51 R/C/W/T

PCN 56 R/C/W/T

RWY 321. ALSE2 SE OLS WAVE-DEE REIL

RWY 14R HOOK F28 (1600') MILITARY SERVICE: LGT Precision Approach and Landing System unavbl weekends. Rotating bcn not opr when arpt clsd. 2(NC-5) 2(NC-8) 1(NCPP-105) FUEL J5

RWY 32R. OLS REIL

Rwv 14L-32R and Rwv 14R-32L portable lgts, Carrier deck lgt Rwv 14L and Rwv 32L. **III** 0-128-133-156 TRAN ALERT Ltd transient syc/maintenance avbl during arpt opr hr. High-speed fuel lanes

not auhl to transient acft

MILITARY REMARKS: Attended Mon-Thu 1600-08007±. Fri 1600-02007±. Sat 1800-02007±. Sun 2100-05007±. See FLIP AP/1 Supplementary Arpt Remark for holiday schedule. Field hrs subject to change via NOTAM, RSTD PPR DSN 949-1023, C559-998-1023 except AIREVAC. Civilian acft ldg permits required. Prior coordination or flight advisory required for AMC and scheduled airlifts. 24 hr prior notice required for acft with hazardous cargo.

CAUTION Bird hazard. High intensity jet opr 25 NM radius 0-15.000' Mon-Fri. Black top areas adjacent to twy and hanger for erosion control only, will not support acft. TFC PAT Heavy acft executing practice instrument anch limited to low apph. Reduced rwy separation standard in effect USN/USMC acft. MISC Prior coordination rgr for

transient practice instrument apch DSN 949-1099, C559-998-1099, Data link frequency 323.5, TRN-28 monitor system Chan 13. WEATHER DATA SOURCES: AWOS-3 (C559) 998-2336.

COMMUNICATIONS: ATIS 121 575 267 6 (R) APP CON 124.1 (N) 118.15 (S) 286.0 TOWER 128.3 340.2 (Rwy 14L. 32L) 360.2 (Rwy 14R. 32R) (Mon-Thu 1600-0800Z±, Fri 1600-0200Z±, Sat

1800-0200Z±. Sun 2100-0500Z±) (R) DEP CON 118.15 318.8 (Rwy 14L/R) 124.1 318.8 (Rwy 32L/R) PSMV METRO 317.0 MOA ADVISORY 134.225 290.325 RASE NPS 200 3

AIRSPACE: CLASS D svc Mon-Thu 1600-0800Z±, Fri 1600-0200Z±, Sat 1800-0200Z±, Sun 2100-0500Z± other times CLASS F

RADIO AIDS TO NAVIGATION: NOTAM FILE NLC. (H) TACAN Chan 80 NLC (113.3) N36°20.65′ W119°57.98′ at fld. 229/16E.

TACAN azimuth unusable: 180°-200° byd 6 NM blo 6,000′ 180°-200° bvd 15 NM blo 10.000° ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. LINCOLN RGNL/KARL HARDER FLD (LHM) 3 W UTC-8(-7DT)

N38°54.55' W121°21.08'

S4 FUEL 100LL, JET A TPA-1121(1000) NOTAM FILE RIU RWY 15-33: H6001X100 (ASPH) S-30, D-60 MIRI

RWY 15: MALSR, PAPI(P4L)-GA 3.0° TCH 44', Tree.

100LL fuel truck ctc (916) 257-4854, 1400-0230Z±, Self svc

RWY 33: PAPI(P4R)-GA 3.0° TCH 29'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-0230Z‡. For Jet A and

fuel avbl 24 hrs. Parachute Jumping, Rwy 15 calm wind rwy. ACTIVATE MIRL Rwy 15-33, MALSR Rwy 15-CTAF. PAPI Rwy 15 and Rwy 33 turned on during dalgt hrs. after dark ACTIVATE-CTAF.

WEATHER DATA SOURCES: AWOS-3 124.25 (916) 645-0698. COMMUNICATIONS: CTAF/UNICOM 123.0 (R) NORCAL APP/DEP CON 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE MYV. MARYSVILLE (T) VOR/DME 110.8 MYV Chan 45 N39°05.92' W121°34.38'

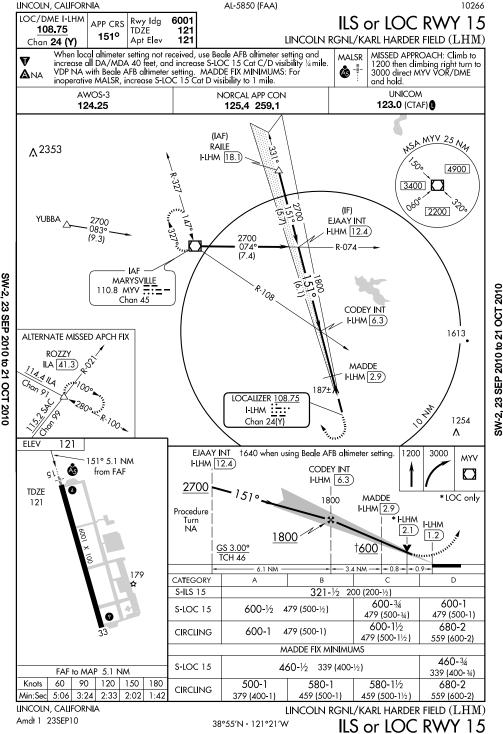
122° 15.4 NM to fld. 62/16E. ILS/DME 108.75 I-LHM Chan 24(Y)

Rwy 15. II.S unmonitored

SAN FRANCISCO H-3B, L-2G, 3A IAP

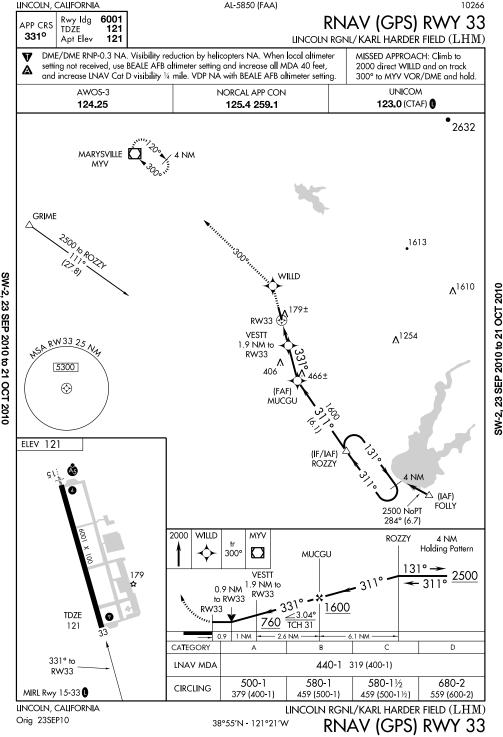
180°-200° byd 25 NM blo 15,000′

**LINDEN** N38°04.48′ W121°00.23′ NOTAM FILE RIU. (H) VORTAC 114.8 LIN Chan 95 285° 14.7 NM to Lodi 260/17F SAN FRANCISCO H-3R I-2F 3R



LINCOLN, CALIFORNIA AL-5850 (FAA) 10266 RNAV (GPS) RWY 15 WAAS 6001 Rwy Idg APP CRS CH 82618 TDŹE 121 151° LINCOLN RGNL/KARL HARDER FIELD (LHM)121 W15A Apt Elev Inoperative table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, MALSR MISSED APPROACH: LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP Climb to 2500 direct and Baro-VNAV NA when using BEALE AFB altimeter setting. When local altimeter setting not MUCGU and on track received, use BEALE AFB altimeter setting and increase all DA/MDA 40 feet. For inoperative 131° to ROZZY and MALSR when using BEALE AFB altimeter setting, increase LNAV Cat D visibility to 11/4. hold AWOS-3 NORCAL APP CON UNICOM 124.25 125.4 259.1 123.0 (CTAF) ( (IAF) ŘAILÉ YUBBA 2700 Δ 085 2700 (9.3) (IF) 076° EJÄÄY (7.4)(IAF) MARYSVILLE MYV (FAF) 1613 CODEY MADDE Δ<sup>204±</sup> RW15 25 Ny 1.7 NM to **RW15** 187+ 5300 RW15 ۸<sup>1254</sup>  $\bigcirc$ MISSED APCH FIX ROZZY MUCGU ELEV 121 151° to RW15 å 2500 MUCGU **ROZZY** Procedure Turn NA 131° Δ **TDZE EJAAY** 121 CODEY \* LNAV only MADDE 1.7 NM to 2700 RW15 1800 \* 0.9 NM to RW15 179 GS 3.00° 1800 \*680 TCH 46 0.8 NM 0.9 NM 6.1 NM 3.4 NM · CATEGORY D 321-1/2 LPV DA 200 (200-1/2) LNAV/ DA 452-3/4 331 (400-3/4) VNAV 460-1 **LNAV MDA** 460-1/2 339 (400-1/2) 339 (400-1) 500-1 580-1 580-11/2 680-2 CIRCLING MIRL Rwy 15-33 ( 379 (400-1) 459 (500-11/2) 559 (600-2) 459 (500-1) LINCOLN, CALIFORNIA LINCOLN RGNL/KARL HARDER FIELD (LHM) Orig 23SEP10 38°55'N - 121°21'W RNAV (GPS) RW

SW-2, 23 SEP 2010 to 21 OCT 2010



SAN FRANCISCO

H-3B, L-2F, 3B, A

SAN FRANCISCO

L-2F. 3A

IAP AD

H-3B. L-2G

# **CALIFORNIA**

LITTLE RIVER (LLR) 3 SE UTC-8(-7DT) N39°15.72′ W123°45.22′ B FUEL 100LL TPA-1572(1000) NOTAM FILE OAK RWY 11-29: H5249X100 (ASPH) S-60, D-200, 2D-400

RWY 11: Thid dspicd 193', Brush.

(LVK)

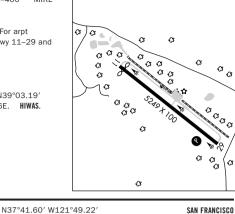
RWY 07L: PAPI(P4R)-GA 4.0° TCH 32'. Tree.

LIVERMORE MUNI

RWY 29: PAPI(P4L)-GA 3.0° TCH 39'. Trees. AIRPORT REMARKS: Attended Thu-Mon 1600-01007±. For arpt

attendant ctc (707) 937-5129, ACTIVATE MIRL Rwv 11-29 and

PAPI Rwv 29-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.7 OAKLAND CENTER APP/DEP CON 132.2 RADIO AIDS TO NAVIGATION: NOTAM FILE LIKE MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19' W123°16.45' 283° 25.6 NM to fld. 2980/16E.



### FUEL 100LL, JET A OX 1, 3 TPA-1400(1000) 400 B S4 NOTAM FILE LVK RWY 07L-25R: H5253X100 (ASPH) S-45. D-60 MIRL 0.5% up E

UTC-8(-7DT)

S-12.5 0.6% up E RWY 07R-25L: H2699X75 (ASPH) RWY 07R: Rgt tfc. AIRPORT REMARKS: Attended 1600-0200Z±, CAUTION-considerable bird activity on and invof arpt. Do not mistake parallel twy N of Rwy 25R-07L as rwy. Noise sensitive areas 3/4mile East and 2

miles West of arpt. When twr clsd MIRL Rwv 07L-25R opr low intensity, to increase intensity ACTIVATE 118.1. ACTIVATE MALSR

RWY 25R: MALSR. VASI(V4L)-GA 3.0° TCH 48'. Trees. Rgt tfc.

3 W

Rwy 25R and twy lgts when twr closed—118.1. PAPI Rwy 07L and VASI Rwy 25R opr continuously. WEATHER DATA SOURCES: ASOS (925) 606-5412. LAWRS.

COMMUNICATIONS: CTAF 118.1 ATIS 119.65 (925) 447-9516 UNICOM 122.95 R NORCAL APP CON 123.85 (07R-25L, 07L-25R) NORCAL DEP CON 123.85 (07R, 07L) 125.35 (25R, 25L)

TOWER 118.1 (1500-0500Z±)

AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE SCK. MANTECA (H) VORTAC 116.0 ECA Chan 107 N37°50.02′ W121°10.28′ REIGA NDB (MHW/LOM) 374 LV N37°41.53' W121°41.05'

255° 6.5 NM to fld. NOTAM FILE LVK.

I-LVK RWY 25R. LOM REIGA NDB. Unmonitored when tower clsd. COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.

**GND CON 121.6** 

# LODI

### KINGDON AIRPARK (020) 4 SW UTC-8(-7DT) N38°05.50' W121°21.56'

FUEL 100LL TPA-815(800) NOTAM FILE RIU

RWY 12-30: H3705X60 (ASPH) LIRL (NSTD) RWY 12: Thid dspicd 295', Fence.

AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z‡. Rwy 12-30 NW 1000' rough surface. Acft parked 115' left of

RWY 30: TRCV(TRIL)-GA 4.5° TCH 16'. Thid dspicd 490'. Road.

Rwy 30 centerline SE end of rwy prior to dsplcd thld. Rwy 12-30 NSTD edge lights 40' from edge of rwy, Rwy 12

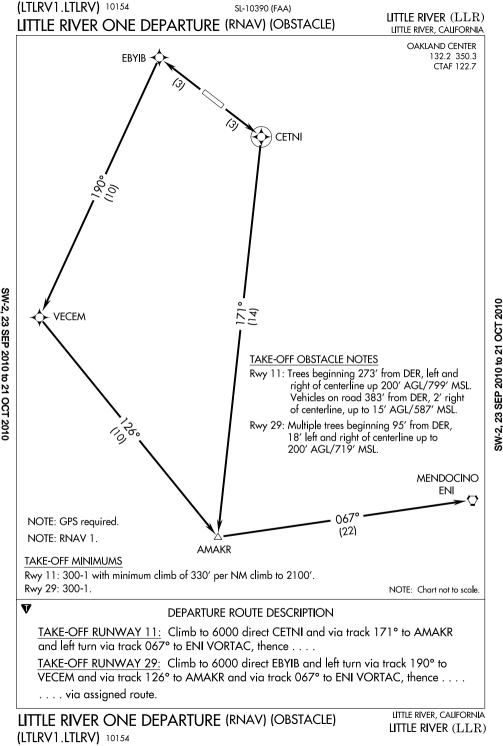
5253 X 100

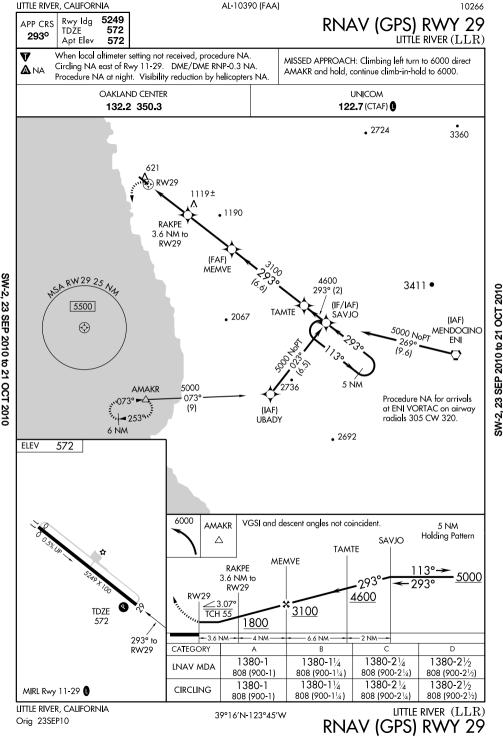
238° 32.0 NM to fld. 48/17E.

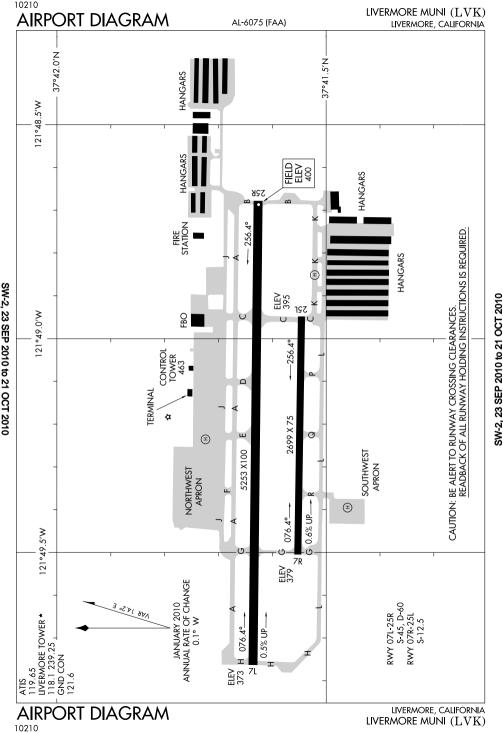
Rwy 12-30 markings extremely faded, Rwy 30 dsplcd thld marked with thld bar only, no numbers, no centerline. For LIRL Rwy 12-30 key 122.8 5 times. COMMUNICATIONS: CTAF/UNICOM 122.8

lighted thid relocated 295'; Rwy 30 lighted thid relocated 490' for ngt ops. 3215' of Rwy 12-30 usable at ngt.

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. LINDEN (H) VORTAC 114.8 LIN Chan 95 N38°04.48′ W121°00.23′ 257° 16.9 NM to fld. 260/17E.







SAN FRANCISCO

H-3B. L-2G

# **CALIFORNIA**

### LITTLE RIVER (LLR) 3 SE UTC-8(-7DT) N39°15.72′ W123°45.22′ B FUEL 100LL TPA-1572(1000) NOTAM FILE OAK

RWY 11-29: H5249X100 (ASPH) S-60, D-200, 2D-400 RWY 11: Thid dspicd 193', Brush.

RWY 29: PAPI(P4L)-GA 3.0° TCH 39'. Trees. AIRPORT REMARKS: Attended Thu-Mon 1600-01007±. For arpt attendant ctc (707) 937-5129, ACTIVATE MIRL Rwv 11-29 and PAPI Rwv 29-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.7

OAKLAND CENTER APP/DEP CON 132.2 RADIO AIDS TO NAVIGATION: NOTAM FILE LIKE MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19'

W123°16.45' 283° 25.6 NM to fld. 2980/16E.

RWY 07L-25R: H5253X100 (ASPH)

RWY 07L: PAPI(P4R)-GA 4.0° TCH 32'. Tree.

**43** C3 ¢ N37°41.60' W121°49.22' SAN FRANCISCO

5253 X 100

238° 32.0 NM to fld. 48/17E.

### LIVERMORE MUNI (LVK) 3 W UTC-8(-7DT) FUEL 100LL, JET A OX 1, 3 TPA-1400(1000) 400 B S4 NOTAM FILE LVK

S-45. D-60

MIRL 0.5% up E

RWY 25R: MALSR. VASI(V4L)-GA 3.0° TCH 48'. Trees. Rgt tfc. S-12.5 0.6% up E RWY 07R-25L: H2699X75 (ASPH) RWY 07R: Rgt tfc. AIRPORT REMARKS: Attended 1600-0200Z±, CAUTION-considerable bird activity on and invof arpt. Do not mistake parallel twy N of

Rwy 25R-07L as rwy. Noise sensitive areas 3/4mile East and 2

miles West of arpt. When twr clsd MIRL Rwv 07L-25R opr low intensity, to increase intensity ACTIVATE 118.1. ACTIVATE MALSR Rwy 25R and twy lgts when twr closed—118.1. PAPI Rwy 07L and VASI Rwy 25R opr continuously.

WEATHER DATA SOURCES: ASOS (925) 606-5412. LAWRS. COMMUNICATIONS: CTAF 118.1 ATIS 119.65 (925) 447-9516 UNICOM 122.95

R NORCAL APP CON 123.85 (07R-25L, 07L-25R) NORCAL DEP CON 123.85 (07R, 07L) 125.35 (25R, 25L) TOWER 118.1 (1500-0500Z±) **GND CON 121.6** AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SCK.

For LIRL Rwy 12-30 key 122.8 5 times.

MANTECA (H) VORTAC 116.0 ECA Chan 107 N37°50.02′ W121°10.28′ REIGA NDB (MHW/LOM) 374 LV N37°41.53' W121°41.05' 255° 6.5 NM to fld. NOTAM FILE LVK.

I-LVK RWY 25R. LOM REIGA NDB. Unmonitored when tower clsd.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.

# LODI

KINGDON AIRPARK (020) 4 SW UTC-8(-7DT) N38°05.50' W121°21.56'

### FUEL 100LL TPA-815(800) NOTAM FILE RIU

RWY 12-30: H3705X60 (ASPH)

LIRL (NSTD)

RWY 30: TRCV(TRIL)-GA 4.5° TCH 16'. Thid dspicd 490'. Road. RWY 12: Thid dspicd 295', Fence.

AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z‡. Rwy 12-30 NW 1000' rough surface. Acft parked 115' left of Rwy 30 centerline SE end of rwy prior to dsplcd thld. Rwy 12-30 NSTD edge lights 40' from edge of rwy, Rwy 12 lighted thid relocated 295'; Rwy 30 lighted thid relocated 490' for ngt ops. 3215' of Rwy 12-30 usable at ngt.

COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

H-3B, L-2F, 3B, A

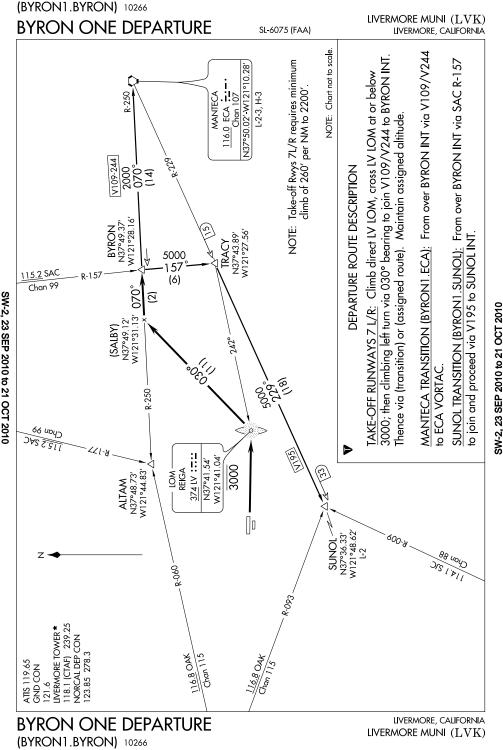
IAP AD

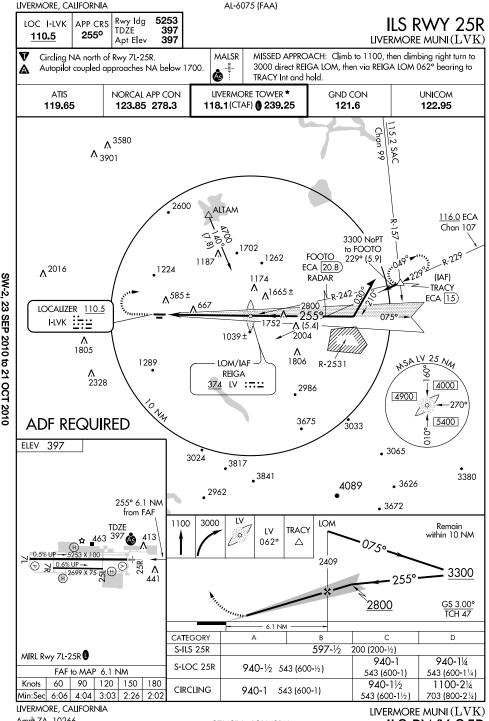
SAN FRANCISCO

L-2F. 3A

Rwy 12-30 markings extremely faded, Rwy 30 dsplcd thld marked with thld bar only, no numbers, no centerline.

LINDEN (H) VORTAC 114.8 LIN Chan 95 N38°04.48′ W121°00.23′ 257° 16.9 NM to fld. 260/17E.

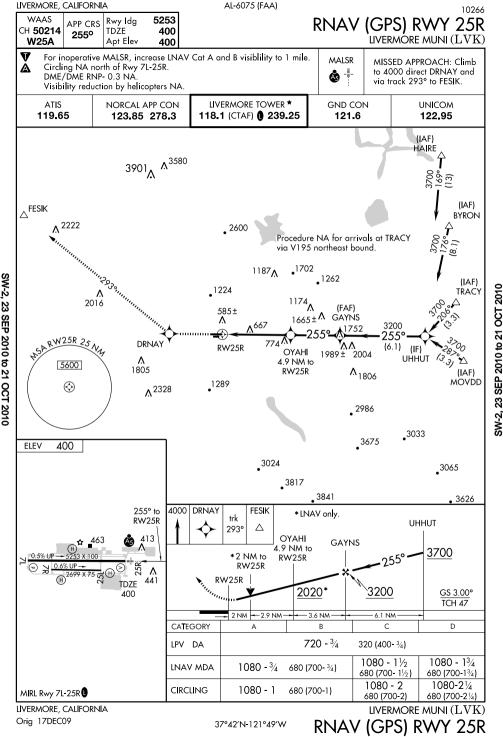




Amdt 7A 10266

ILS RWY 25R

(LIVR1.ALTAM) 10266 LIVERMORE MUNI (LVK) LIVERMORE ONE DEPARTURE SL-6075 (FAA) LIVERMORE, CALIFORNIA ATIS 119.65 GND CON 121.6 LIVERMORE TOWER \* 118.1 (CTAF) 239.25 NORCAL DEP CON SACRAMENTO 125.35 354.1 115.2 SAC :::\_ Chan 99 ALTAM N37°48 73' SW-2, 23 SEP 2010 to 21 OCT 2010 OAKLAND W121°44.83' SW-2, 23 SEP 2010 to 21 OCT 2010 116.8 OAK • . . . L-2-3 Chan 115 R-250 V28-109-244-392 MANTECA 116.0 ECA :----Chan 107 1200 TAKE-OFF MINIMUMS: 2300-2 or standard with a minimum climb of 375' per NM to 3100'. NOTE: Chart not to scale V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 25 L/R: Climb runway heading to 1200, then climbing right turn heading 020° and OAK R-060 to ALTAM INT. Maintain assigned altitude. LIVERMORE ONE DEPARTURE LIVERMORE, CALIFORNIA LIVERMORE MUNI (LVK) (LIVR1.ALTAM) 10266



120 **CALIFORNIA** 

### LODI (103) 4 N UTC-8(-7DT) N38°12.15′ W121°16.15′ B S4 FUEL 80, 100LL, JET A TPA-860(800)

RWY 08-26: H3735X42 (ASPH-TRTD) S-30 LIRL(NSTD) RWY 08: Thid dspicd 615', Pole,

RWY 26: Thid dspicd 476', Pole, Rgt tfc.

RWY 12-30: H2073X26 (ASPH-GRVD)

RWY 12: Thid dsplcd 277'. Tree.

RWY 30: Thid dspicd 101'. Tree.

AIRPORT REMARKS: Attended 1700Z‡-dusk, Parachute Jumping. Automated credit card fuel system 24 hrs a day. Rwy 08-26 NSTD

LIRL located 30' from pavement edge. EOR lights located at dsplcd thid Rwy 26. Rwy 08 edge lgts extended approximately 400' W of thid.

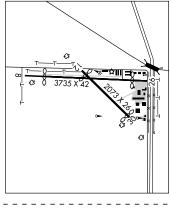
COMMUNICATIONS: CTAF 122.9

(R) NORCAL APP CON 125.1

R NORCAL DEP CON 125.1 (Southbound) 125.25 (Northbound)

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. LINDEN (H) VORTAC 114.8 LIN Chan 95 N38°04.48'

W121°00.23' 285° 14.7 NM to fld. 260/17E.



### LODI AIRPARK (L53) 3 SW UTC-8(-7DT) N38°05.05′ W121°18.98′ S2 FUEL 100LL TPA-825(800) NOTAM FILE RIU

RWY 07-25: 1875X22 (ASPH)

RWY 07: Road. RWY 25: Brush.

AIRPORT REMARKS: Attended Jan-Sep 1200-2300Z±; Oct-Dec Mon-Fri 1400-2300Z±, Ultralights prohibited, 380' apron extends east from end of Rwv 25. COMMUNICATIONS: CTAF 122.9

LOMPOC (LPC) 2 N UTC-8(-7DT) N34°39.94′ W120°28.05′

FUEL 100LL, JET A OX 1, 3 TPA-901(813) NOTAM FILE LPC

RWY 07-25: H4600X100 (ASPH) S-17 RWY 07: Brush.

RWY 25: REIL. VASI(V4L)-GA 3.0° TCH 26'. Trees. Rgt tfc. AIRPORT REMARKS: Attended 1600-0100Z‡. Attended by FBO, phone

805-717-3558. Fuel avbl 24 hrs, self-service credit card only.

WEATHER DATA SOURCES: AWOS-3 133.875 (805) 735-3075.

Parachute Jumping, Model aircraft flying, ultralight and sky diving activity invof arpt dalgt hrs Fri-Sun. Deer on and invof arpt. ACTIVATE MIRL Rwy 07-25, VASI and REIL Rwy 25-CTAF.

R SANTA BARBARA APP/DEP CON 124.15 (1400-0700Z‡)

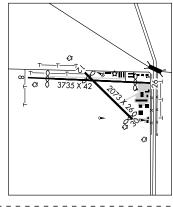
(R) L.A. CENTER APP/DEP CON 119.05 (0700-1400Z±)

AIRSPACE: CLASS E svc Mon-Fri 1600-0100Z‡, clsd Sat-Sun and

holidays other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

COMMUNICATIONS: CTAF/UNICOM 122.7

GAVIOTA (L) VORTACW 113.8 GVO Chan 85 N34°31.88' W120°05.47' 277° 20.3 NM to fld. 2616/16E.



SAN FRANCISCO

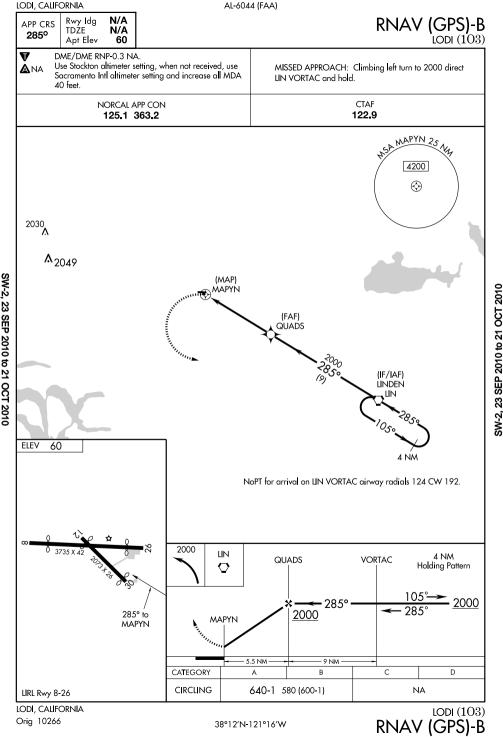
SAN FRANCISCO

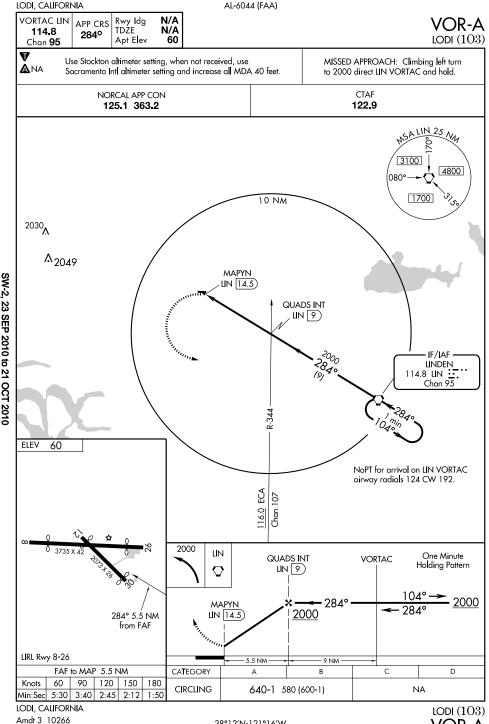
L-2F, 3A

IAP

LOS ANGELES L-3D, 4F, 7A IAP

4600 X 100





38°12′N-121°16′W

120 **CALIFORNIA** 

#### LODI (103) 4 N UTC-8(-7DT) N38°12.15′ W121°16.15′ B S4 FUEL 80, 100LL, JET A TPA-860(800) RWY 08-26: H3735X42 (ASPH-TRTD) S-30 LIRL(NSTD)

RWY 08: Thid dspicd 615', Pole,

RWY 26: Thid depict 476', Pole, Rgt tfc.

RWY 12-30: H2073X26 (ASPH-GRVD)

RWY 12: Thid dsplcd 277'. Tree.

RWY 30: Thid dspicd 101'. Tree.

AIRPORT REMARKS: Attended 1700Z‡-dusk, Parachute Jumping.

Automated credit card fuel system 24 hrs a day. Rwy 08-26 NSTD LIRL located 30' from pavement edge. EOR lights located at dsplcd thid Rwy 26. Rwy 08 edge lgts extended approximately

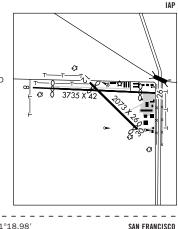
400' W of thid. COMMUNICATIONS: CTAF 122.9

(R) NORCAL APP CON 125.1

R NORCAL DEP CON 125.1 (Southbound) 125.25 (Northbound)

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. LINDEN (H) VORTAC 114.8 LIN Chan 95 N38°04.48'

W121°00.23' 285° 14.7 NM to fld. 260/17E.



SAN FRANCISCO

LOS ANGELES

L-2F, 3A

### LODI AIRPARK (L53) 3 SW UTC-8(-7DT) N38°05.05′ W121°18.98′ S2 FUEL 100LL TPA-825(800) NOTAM FILE RIU

RWY 07-25: 1875X22 (ASPH)

RWY 07: Road. RWY 25: Brush.

AIRPORT REMARKS: Attended Jan-Sep 1200-2300Z±; Oct-Dec Mon-Fri 1400-2300Z±, Ultralights prohibited, 380' apron extends east from end of Rwv 25.

COMMUNICATIONS: CTAF 122.9

LOMPOC (LPC) 2 N UTC-8(-7DT) N34°39.94′ W120°28.05′ FUEL 100LL, JET A OX 1, 3 TPA-901(813) NOTAM FILE LPC

RWY 07-25: H4600X100 (ASPH) S-17 RWY 07: Brush.

RWY 25: REIL. VASI(V4L)-GA 3.0° TCH 26'. Trees. Rgt tfc. AIRPORT REMARKS: Attended 1600-0100Z‡. Attended by FBO, phone

805-717-3558. Fuel avbl 24 hrs, self-service credit card only. Parachute Jumping, Model aircraft flying, ultralight and sky diving activity invof arpt dalgt hrs Fri-Sun. Deer on and invof arpt. ACTIVATE MIRL Rwy 07-25, VASI and REIL Rwy 25-CTAF.

WEATHER DATA SOURCES: AWOS-3 133.875 (805) 735-3075.

COMMUNICATIONS: CTAF/UNICOM 122.7 R SANTA BARBARA APP/DEP CON 124.15 (1400-0700Z‡)

(R) L.A. CENTER APP/DEP CON 119.05 (0700-1400Z±)

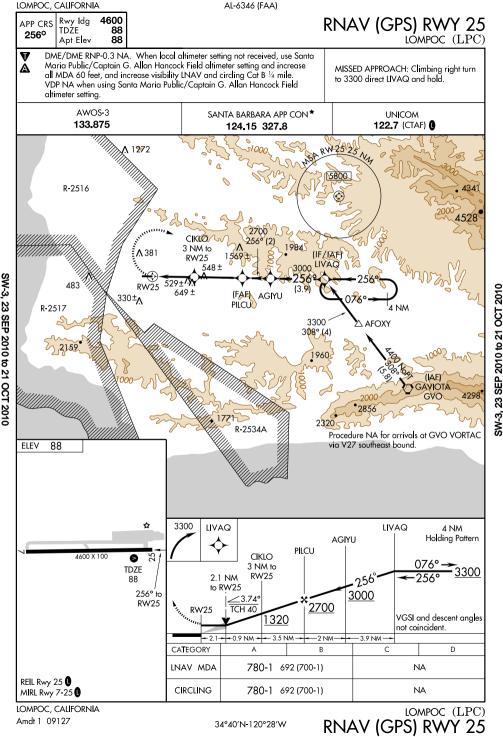
AIRSPACE: CLASS E svc Mon-Fri 1600-0100Z‡, clsd Sat-Sun and

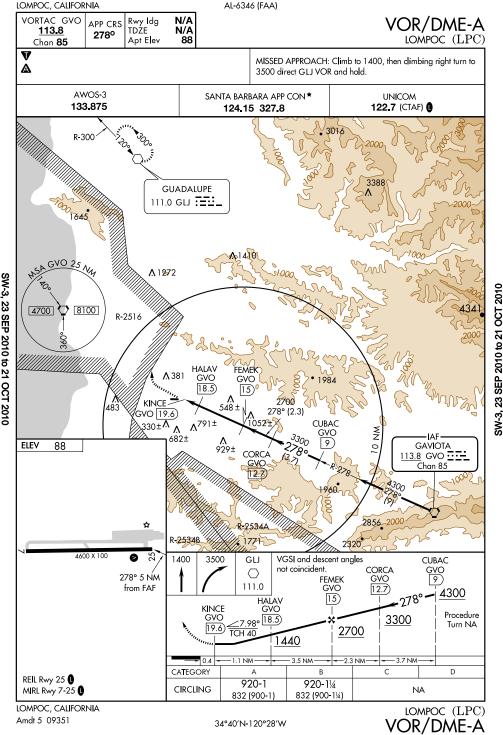
holidays other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

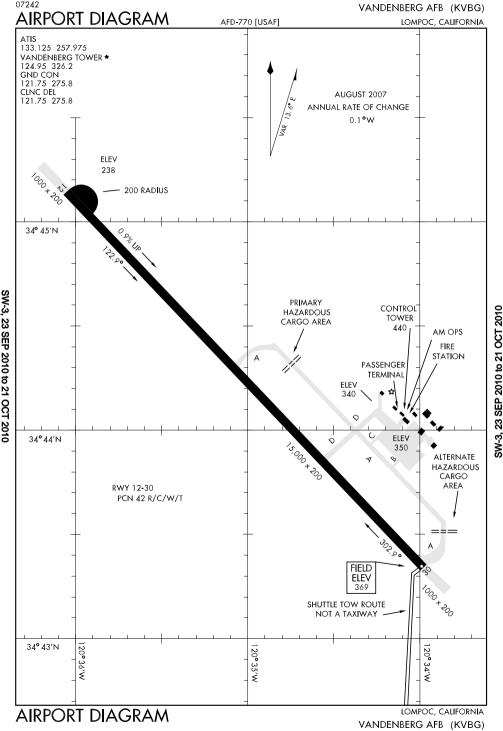
GAVIOTA (L) VORTACW 113.8 GVO Chan 85 N34°31.88'

W120°05.47' 277° 20.3 NM to fld. 2616/16E.

L-3D, 4F, 7A IAP 4600 X 100







LOS ANGELES

DIAP. AD

## **CALIFORNIA**

VANDENBERG AFB (VBG)(KVBG) AF 7 NW UTC-8(-7DT) N34°44.24′ W120°35.06′

369 B TPA—See Remarks NOTAM FILE VBG Not insp. H-4H, L-3D, 4F, 7A RWY 12-30: H15000X200 (CONC) PCN 42 R/C/W/T HIRL RWY 12: ALSF2, PAPI(P4L)—GA 3.0° TCH 70'. RWY 30: ALSF2, PAPI(P4L)—GA 3.0° TCH 72'. 0.9% down. MILITARY SERVICE: LGT ACTIVATE HIRL Rwv 12-30. ALS. SFL and PAPI Rwv 30 when twr closed—CTAF. Rwv 12 ILS and

PAPI glideslope angles are not coincindental. Rwy 30 apch lgt sys is NSTD ALSF2 configuration. ThId lgts 17' from usable payement sfc. JASU 4(A/M32A-86) 2(AM32-95). FUEL J8, Fuel svc by truck only, Expect svc FLUID SP PRESAIR LPOX LOX LHNIT. OIL 0-148-156. TRAN ALERT Limited fleet svc avbl. ctc AM OPS. delays. MILITARY REMARKS: Opr 1600-01007±, CLOSED Sat. Sun and holidays, See FLIP AP/1 Supplementary Arpt Info. RSTD

Activation of AN/APS 145 radar or similar radar systems is prohibited while in R2516, R2517, R2534A and R2534B. Ctc twr on Gnd Con prior to engine start, engine start or afld opr not auth until ctc with twr is made. No intersection departure between official SS-SR. PPR for all transient full stop acft, DSN 276-6941/2, C805-606-6941/2. CAUTION Uncontrolled civilian arpt tfc 7 NM SE. When arpt is VMC acft will not exceed 1900' until crossing dep end of rwy to avoid overhead tfc pattern. Heavy and large acft are req to use minimum taxi vehicle and wing walker. Rwy 30 thid lgts are 17' from usable payement sfc. Old displaced thid markings

power and shut down or idle outboard engines to avoid blowing foreign object onto payement. Use follow-me bleeding through concrete at the intersection of Rwy 12-30 near intersection of the rwy and N Twy Alpha (drm 7 for Rwy 30 or drm 8 for Rwy 12). These markings are not to be used as a navigation/landing aid. IFC PAT TPA—Overhead 2400(2031), rectangular 1900(1531), TPA—1400(1031) lgt acft, 900(531) helicopter, CSTMS/AG/IMG CONUS outbound the unit of acft/aircrew assigned is responsible. MISC All acft req full stop at VBG

or supporting VBG VIP movement, ctc PTD (other times Comd Post) 30 minutes prior to ldg. Alternate afld rgr.

AM OPS DSN 276-6941/42, C805-606-6941/42 fax extension 6664. Notice to aircrew, Afld will be open 30 mins prior to the scheduled arrival time. Any changes to arrival time must be coordinated thru Vandenberg Command Post DSN 276-9961, Vandenberg afld is not 24 hr ops. Ensure pilots check NOTAMS prior to departure as NOTAM will reflect afld hr based on after hr req. Ctc Command Post (space port) 30 mins out or

earlier. WEATHER DATA SOURCES: ASOS (805) 605-8926 COMMUNICATIONS: CTAF 124.95 D-ATIS 133.125 257.975. DSN 275-2847 or C805-605-2847 PTD 126.2 372.2 (R) SANTA BARBARA APP/DEP CON 124.15 327.8 (1400-0700Z‡) R L.A. CENTER APP/DEP CON 119.05 269.5 (0700-1400Z±)

**TOWER** 124.95 326.2 (Mon-Fri 1600-0100Z‡ except holidays) GND CON 121.75 275.8 CLNC DEL 121.75 275.8 COMD POST 126.2 311.0 321.0

ILS/DME 110.1

I–VBG

Rwv 30.

PMSV METRO 342.4 Full svc Mon-Fri 1200-0400Z±. Sat-Sun 1500-2300Z±. After hr wx briefings/updates avbl fm the 25 OWS at DSN 228-6958/6599/6588 or toll free C877-451-8367 ext 1. RANGE CON 121.4 256.0 266.0

AIRSPACE: CLASS D svc Mon-Fri 1600-0100Z except holidays other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE HHR. at fld. 312/14E. Unmonitored (L) TACAN Chan 59(Y) VBG (112.25) N34°43.95′ W120°34.98′

0100-1600Z±. No NOTAM MP Mon 1400-1600Z±. TACAN azimuth and DME unusable:

121°-191° byd 25 NM blo 3,700′ 336°-353° byd 35 NM blo 6,000′

336°-353° bvd 25 NM blo 5.000' ILS/DME 110.1 I-BVD Rwy 12. Unmonitored 0100-1600Z‡, No NOTAM MP Tue-Fri 1400-1600Z‡,

Unmonitored 0100-1600Z±. No NOTAM MP Tue-Fri 1400-1600Z±.

V

# 2116 3339 GAVIOTA 113.8 GVO ... Chan 85 L-3, L-4, L-7

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 12: Cross DER at or above 35' AGL/404' MSL, climb on track 120° to 2000 then turn left and intercept the GVO VORTAC R-275 inbound. Cross GVO at or above

6000. Expect vectors to first filed fix/route prior to GVO.

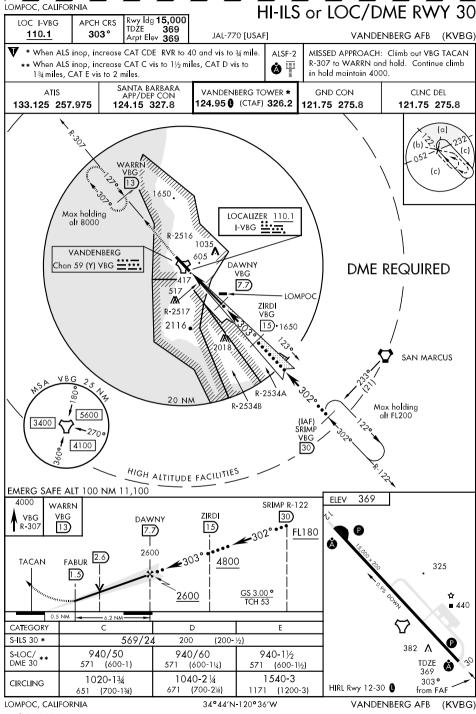
34°44′N-120°36′W

HI-ILS or LOC/DME RWY 12

VANDENBERG AFB

SW-3, 23 SEP 2010 to 21 OCT 2010

LOMPOC, CALIFORNIA



HI-ILS or LOC/DME RWY 30

SW-3, 23 SEP 2010 to 21 OCT 2010

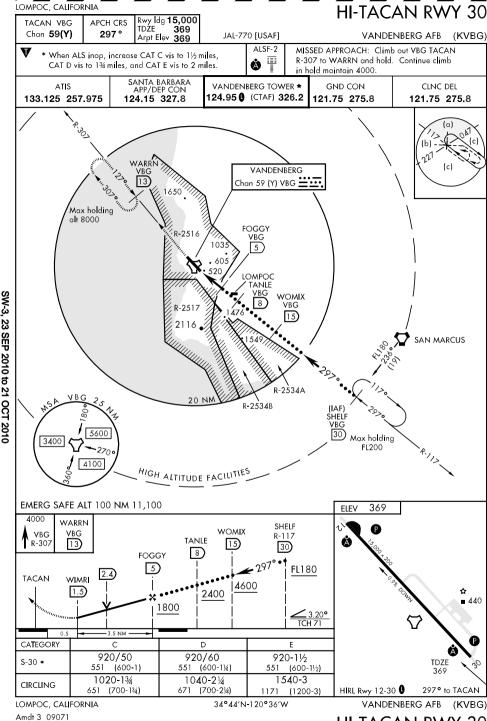
Amdt 2 09071

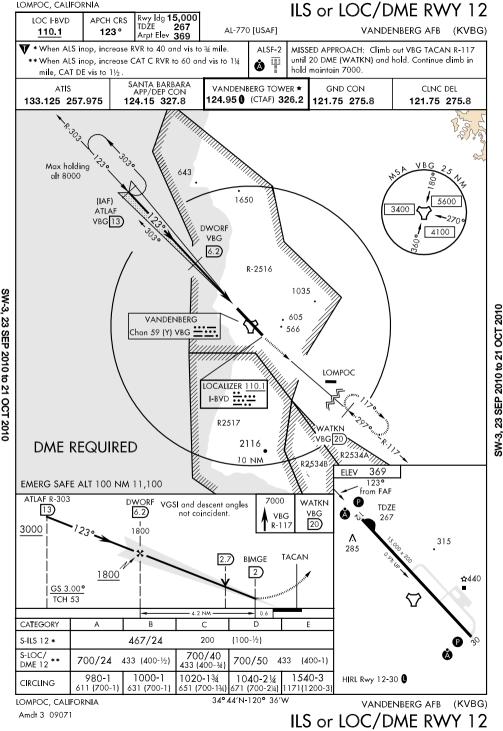
SW-3, 23 SEP 2010 to 21 OCT 2010

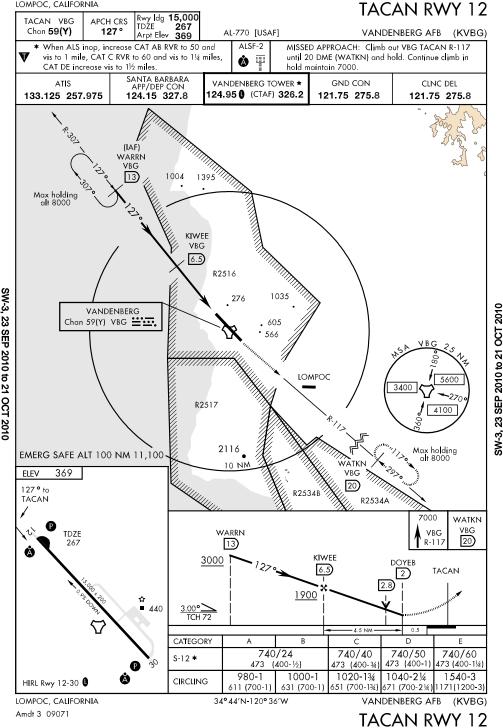
LOMPOC, CALIFORNIA 34°44′N-120°36′W VANDENBERG AFB (KVBG)

Amdt 4 09071

HI-TACAN RWY 12









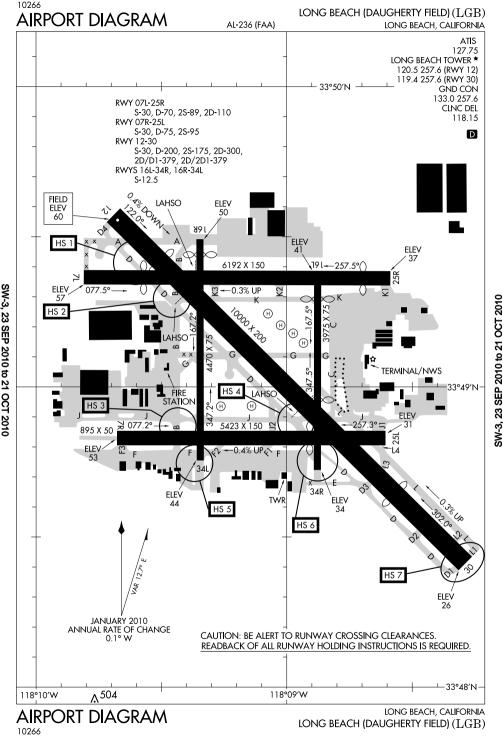
## DEPARTURE ROUTE DESCRIPTION

VANDENBERG Chan 59(Y) VBG = 1300

, , , ,

TAKE-OFF RWY 30: Cross DER at or above 35' AGL/274' MSL, climb on track 303° to join MQO VORTAC R-155 at or above 1300, direct MQO. Cross MQO at or above 4000. Expect vectors to first filed fix/route prior to MQO.

1377 ₩



#### 122 LONG BEACH (DAUGHERTY FLD) (LGB) 3 NE UTC-8(-7DT)

RWY 07L: Thid dspicd 1305'. Pole.

FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C NOTAM FILE LGB RWY 12-30: H10000X200 (ASPH-GRVD) S-30, D-200, 2S-175, 2D-300, 2D/D1-379, RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 47'. Thid dsplcd 1350'. Fence.

RWY 30: MALSR. TDZL. PAPI(P4L) —GA 3.0° TCH 70'. Thid dsplcd 2000'. Tree. RWY 07L-25R: H6192X150 (ASPH-PFC) S-30, D-70, 2S-89, 2D-110

RWY 25R: REIL. VASI(V4L)—GA 4.0° TCH 70'. Thid dsplcd 531'. Road. Rgt tfc. RWY 07R-25L: H5423X150 (ASPH) S-30, D-75, 2S-95 HIRL 0.4% up W RWY 07R: Tower, Rgt tfc. RWY 25L: REIL, PAPI(P4L)—GA 4.0° TCH 38', Thid dspicd 1520', Trees. RWY 16R-34L: H4470X75 (ASPH) S-12.5

RWY 16R: VASI(V4L)—GA 4.0° TCH 36', Thid dspicd 310', Fence, Rgt tfc. S-12.5 RWY 16L-34R: H3975X75 (ASPH) RWY 16L: Thid dspicd 415'. Fence. RWY 34R: Thid dspicd 1406'. Road. Rgt tfc. LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVBL

**RWY 12** 16L-34R 4100 RWY 25R 12 - 303400

RWY 30 5850 07L-25R RUNWAY DECLARED DISTANCE INFORMATION

RWY 30: TORA-10000 TODA-10000 ASDA-9414 LDA-7424 AIRPORT REMARKS: Attended continuously. All rwys CLOSED 0600-1500Z‡ except Rwy 12-30. Rwy 16L-34R OTS

indef. Birds on and invof arpt. Airships moored in infield and operating invof arpt. Rwv 07R lgtd twr 152' AGL 2500' W and 500' S of rwy thid. 6' Igtd chain link fence located 130' S of centerline of Twy F. Fence begins NW

marking 344,000 pounds. Taxiways D3 and L3 weight limits A-340, DC-10 30/40 and MD-11 541,000

Training helipads H5 and H6 located south of Rwy 12-30 between Twy D and Twy J for hover work only.

corner of twr and extends 400' to W. 11' lgtd fence located 77' south of centerline Twy D at D2. Prior notice requested for military jets and civilian Non-Stage III Jets, ctc Noise Abatement 562-570-2635 or frequency 122.85 Mon-Fri 1530-0030Z‡. Noise limits (decibels single event noise exposure level), Rwy 25R tkf 92.0-ldg

88.0; Rwy 07L tkf 88.0-Idg 92.0; Rwy 25L tkf 95.0 Idg 93.0; Rwy 07R tkf 95.0 Idg 92.0. Rwy 12 and 30 1500-0600Z± tkf 102.5 ldg 101.5: 1400-1500Z± and 0600-0700Z± tkf 90.0 ldg 90.0: 0700-1400Z± tkf 79.0 ldg 79.0. Touch and go, stop and go, low apch only permitted 1500-0300Z‡ weekdays and 1600-2300Z‡ weekends and holidays only on Rwy 07L-25R and Rwy 07R-25L unless weather conditions require twr to direct

such ops to Rwy 16R-34L and Rwy 16L-34R. Rwy 12-30 maximum ldg weights A-330 347,000 pounds; A-340 379,000 pounds; DC-10-10, DC 10 30/40 and MD-11 379,000 pounds; L-1011 354,000 pounds. Rwy 12-30 maximum tkf weights DC-10 30/40 and MD-11 588,000 pounds; C-17 538,600 pounds. Maximum ldg weight for C-17 at or byd glide slope or rwy aiming point marking 538,600 pounds. Rwy 30 ldg prior to rwy aiming point

pounds, C-17 450,000 pounds. No twy access to Rwy 07L W of Twy D, 4897' remaining on Rwy 07L from Twy D. Engine run-ups other than preflight are limited to hours of 1500-0500Z‡ weekdays and 1700-0500Z‡ weekends and holidays. REIL Rwy 25L OTS indef. PAPI Rwy 25L OTS indef. ACTIVATE MALSR Rwy 30 when tower clsd—CTAF. Rwy 12-30 HIRL lighted during hours tower clsd. REIL Rwy 12, Rwy 25R, and Rwy 25L, MIRL Rwy 07L-25R, HIRL Rwy 07R-25L, CL TDZL Igts Rwy 12-30 not avbl when ATCT clsd. VASI Rwy 25R and PAPI Rwy 25L opr 1500-0600Z‡ only. VASI Rwy 12 and PAPI Rwy 30 opr continuously. Rwy 30 PAPI Igts will flash to

indicate the presence of an acft or vehicle in activation zones; tkf hold position of Rwy 30 (Twy L1/L2 and Twy D1 intersection); mid-field departure position (Twy J, Rwy 16L-34R, Twy C intersection); Twy G intersection. NOTE: See Special Notices — Air Carrier Operations Vicinity of Long Beach (Daugherty Fld), CA. WEATHER DATA SOURCES: ASOS (562) 424-0572. COMMUNICATIONS: CTAF 119.4 ATIS 127.75 (562) 595-8564

(R) SOCAL APP CON 124.65 R SOCAL DEP CON 127.2 LONG BEACH TOWER 119.4 (Rwy 30 apch, Rwy 12 dep) 120.5 (Rwy 12 apch, Rwy 30 dep) (1415-0745Z‡)

**CLNC DEL** 118.15 GND CON 133.0 AIRSPACE: CLASS D svc 1415-0745Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SEAL BEACH (L) VORTACW 115.7 SLI Chan 104 N33°47.00' W118°03.29'

HIWAS. BECCA NDB (LOM) 233 LG 301° 5.2 NM to fld. N33°45.40' W118°04.64' LOM BECCA NDB. Unmonitored when twr clsd. MM unmonitored. IIS 110 3 I-I GB Rwv 30. Class IT.

HELIPAD H1: H20X20 (ASPH) HELIPAD H4: H20X20 (ASPH)

HELIPAD H2: H20X20 (ASPH) HELIPAD H3: H20X20 (ASPH)

HELIPAD H5: H20X20 (ASPH) HELIPAD H6: H20X20 (ASPH) HELIPORT REMARKS: Training helipads H1, H2, H3 and H4 located N of Rwy 12-30 midfield between Taxiways G and K.

278° 5.3 NM to fld. 23/15E.

**UNICOM 122.95** 

N33°49.07' W118°09.10'

0.4% down.

0.3% up W

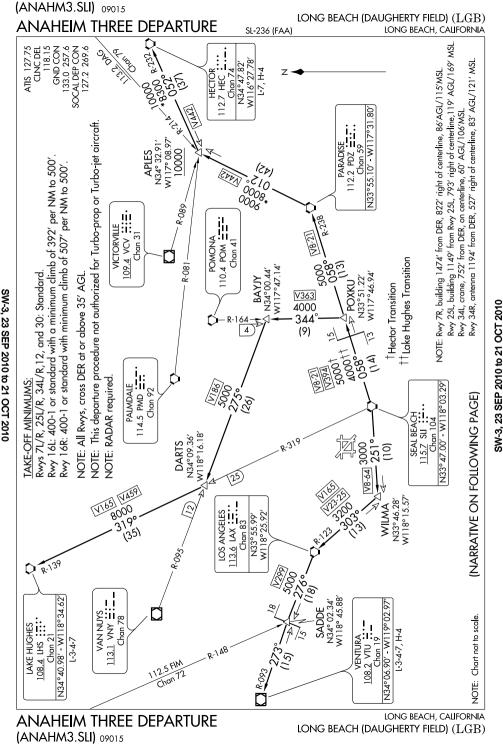
RWY 34L: Road.

MIRL

LOS ANGELES

H-41, L-3E, 4G, A IAP. AD

COPTER



SL-236 (FAA)

LONG BEACH (DAUGHERTY FIELD) (LGB)

LONG BEACH, CALIFORNIA

V

## DEPARTURE ROUTE DESCRIPTION

HECTOR or LAKE HUGHES TRANSITION: Climb runway heading to 800' then fly

assigned heading for radar vectors to SLI VORTAC. Thence. . . . VENTURA TRANSITION: Climb runway heading to 800' then fly assigned heading for radar vectors to LAX VORTAC. Thence. . . .

. .via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to

filed altitude 10 minutes after departure.

HECTOR TRANSITION (ANAHM3.HEC): From over SLI VORTAC via SLI R-058 and

PDZ R-238 to PDZ VORTAC, then via PDZ R-012 and HEC R-232 to HEC VORTAC.

SW-3, 23 SEP 2010 to 21 OCT 2010

LAKE HUGHES TRANSITION (ANAHM3.LHS): From over SLI VORTAC via SLI R-058

and PDZ R-238 to POXKU INT, then via POM R-164 to BAYJY INT, then via VNY R-095

to DARTS INT. Thence via SLI R-319 and LHS R-139 to LHS VORTAC.

VENTURA TRANSITION (ANAHM3.VTU): From over SLI VORTAC via SLI R-251 to WILMA INT, then via LAX R-123 to LAX VORTAC, then via LAX R-276 and VTU R-093 to VTU VOR/DME.

#### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

HOT SPOT CITY/AIRPORT **DESCRIPTION\*** 

HAWTHORNE, CA

JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)

HS 1 Rwy 25 run-up area.

LONG BEACH, CA

LONG BEACH (DAUGHERTY

FLD) (LGB)

HS<sub>1</sub> Rwy 30 and Rwy 07L-25R, Twy A and Twy D. HS<sub>2</sub> Rwy 12-30 and Rwy 07L-25R, Twy B and Twy K.

HS<sub>3</sub> Rwy 07R-25L, Twy B. HS 4

Rwy 07R-25L and Rwy 12-30, Twy J and Twy D. HS<sub>5</sub> Rwy 16R-34L, southwest ramp, Twy F and Twy B. Rwy 34R and Rwy 07R-25L.

HS 6

HS 7 Rwy 12-30 cross every other rwy.

PALM SPRINGS, CA

23 SEP 2010 to 21 OCT 2010

PALM SPRINGS INTL (PSP) HS<sub>1</sub> Twy C mistaken for Rwy 13R-31L or Rwy 13L-31R. HS<sub>2</sub> Int of Twy B and Twy C.

> HS<sub>3</sub> Twy B and Rwy 31R. HS 4 Twy C and Twy J.

SANTA ANA, CA

JOHN WAYNE ARPT-ORANGE

COUNTY (SNA) HS<sub>1</sub> Rwy 19L and Rwy 19R, Twy L and Twy K. HS<sub>2</sub> Rwy 19L and Rwy 19R, Twy H.

HS 3 Twy A, Twy H, and Twy C.

SANTA BARBARA, CA

SANTA BARBARA MUNI (SBA) HS<sub>1</sub> Rwy 07-25, Twy C. HS<sub>2</sub> Rwy 15L and Rwy 15R, Twy C, wide pavement.

> HS 3 Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R

and Rwy 15R-33L utilized for taxi.

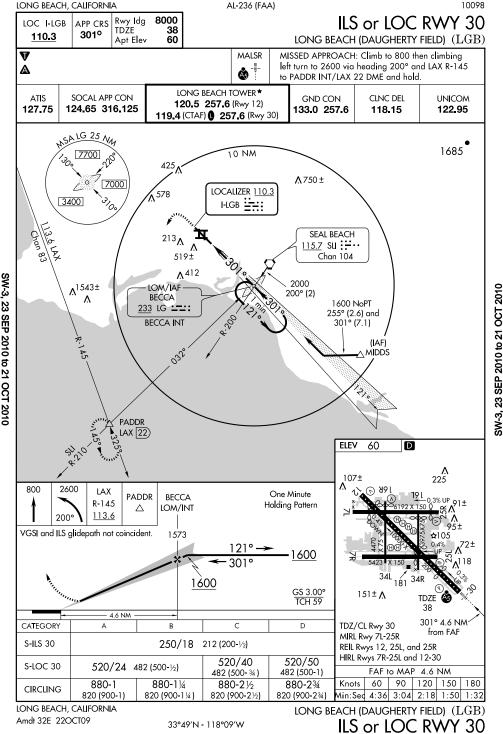
HS 4 Rwy 25, Twy H and Twy J.

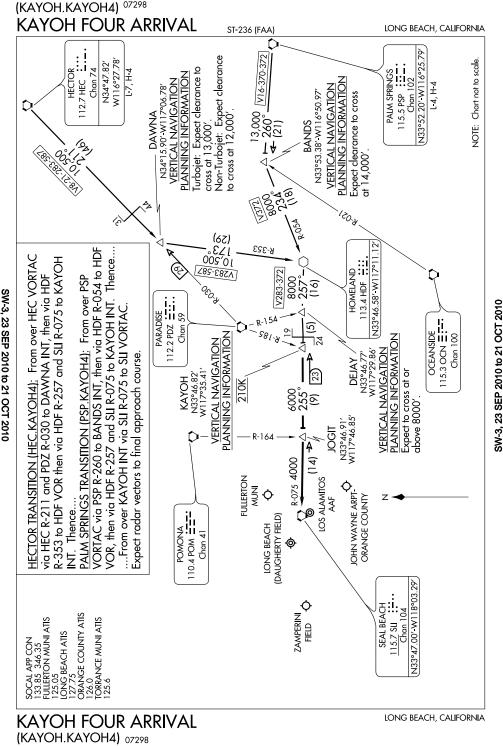
VICTORVILLE, CA

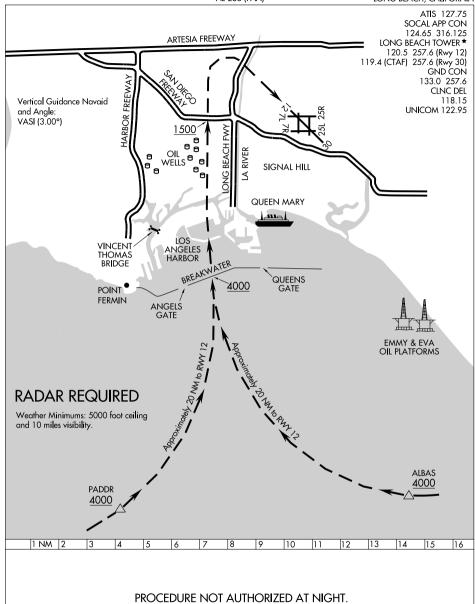
SOUTHERN CALIFORNIA

LOGISTICS (VCV) HS<sub>1</sub> Wrong rwy departure risk.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.







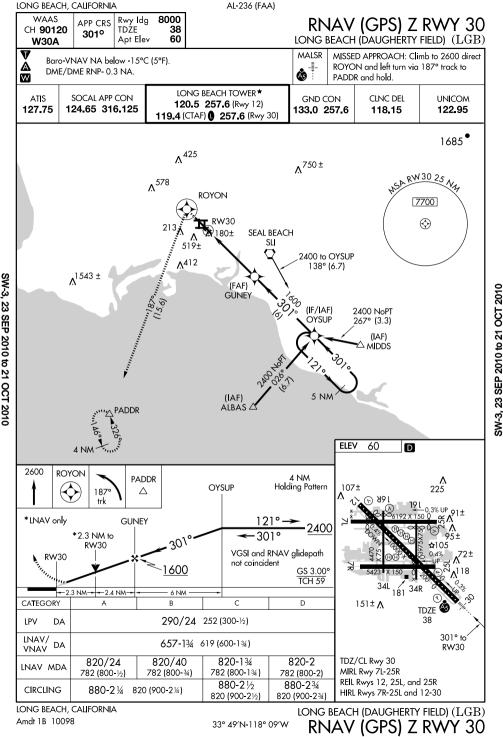
## LAND AND HOLD SHORT OPERATIONS (LAHSO)

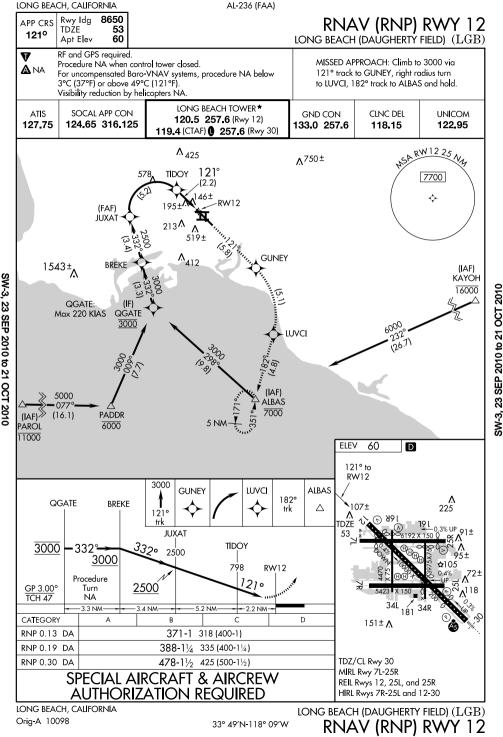
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

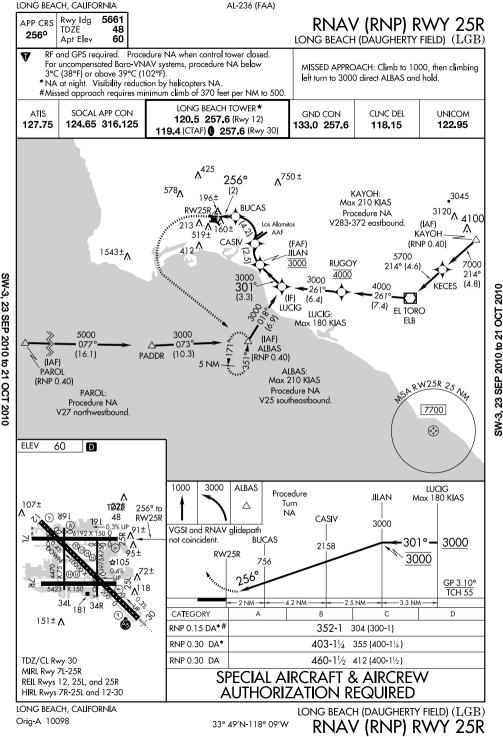
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned.

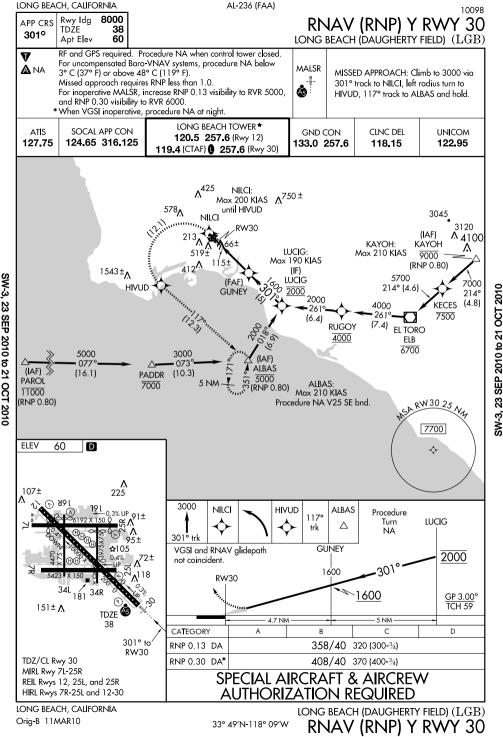
The Aeronautical Information Manual contains specific details on hold-short operations and markings.		
LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
15	08-26	4,250 feet
12	16L-34R	4,100 feet
25R	12-30	3,400 feet
30	07L-25R	5,850 feet
	pecific details LDG RWY 15 12 25R	pecific details on hold-short operations an LDG RWY HOLD-SHORT POINT  15 08-26  12 16L-34R 25R 12-30

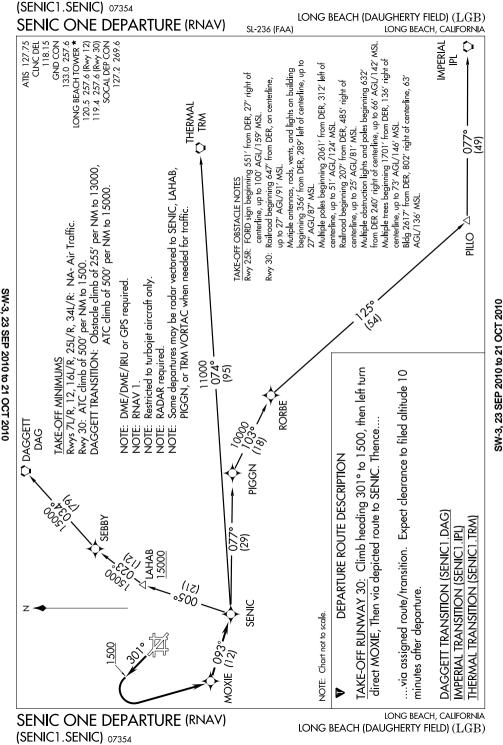
23 SEP 2010 to 21 OCT 2010

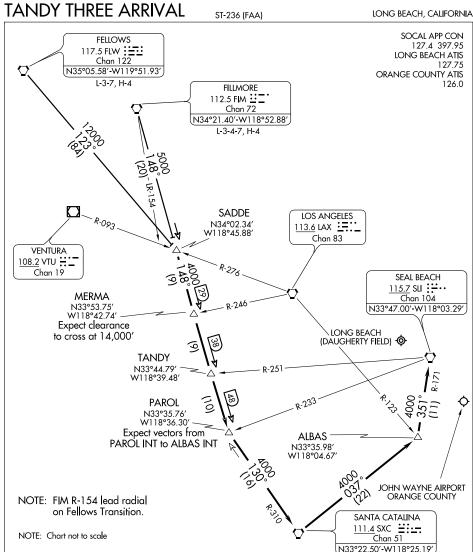








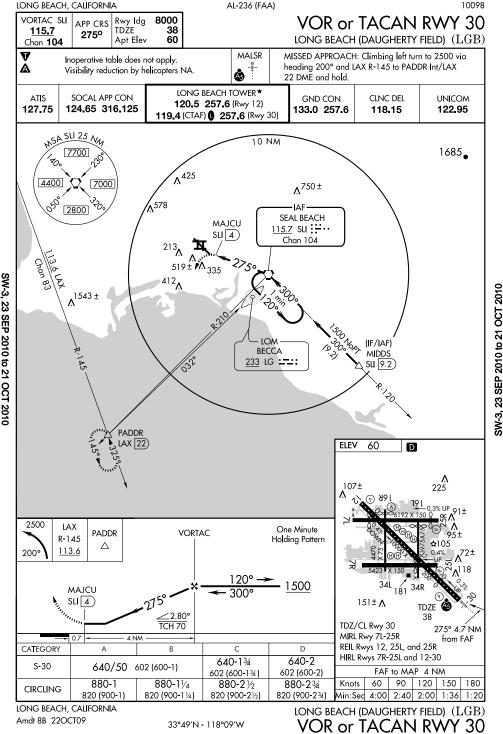


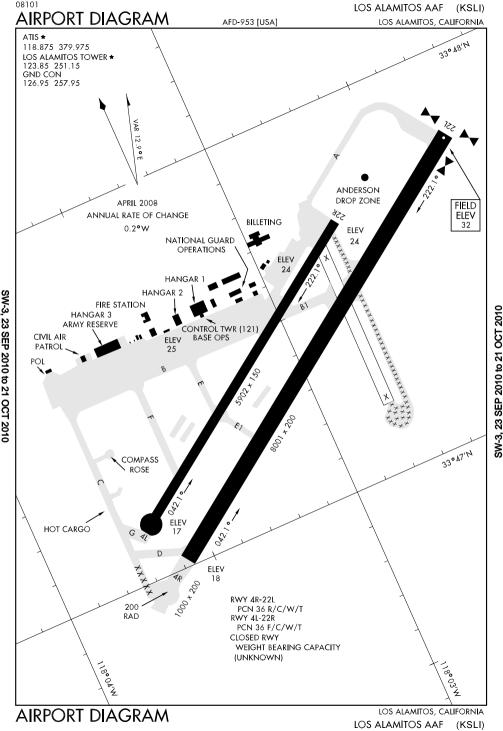


FELLOWS TRANSITION (FLW.TANDY3): From over FLW VORTAC via FLW R-123 to SADDE INT. Thence.... FILLMORE TRANSITION (FIM.TANDY3): From over FIM VORTAC via FIM R-148 to

SADDE INT. Thence....

....From over SADDE INT via FIM R-148 to PAROL INT. From over PAROL INT via SXC R-310 to SXC VORTAC. Then from over SXC VORTAC via SXC R-037 and SLI R-171 to SLI VORTAC.





LOS ANGELES

H-41, L-3E, 4H, A

COPTER

DIAP. AD

## LONNIE POOL FLD/WEAVERVILLE (See WEAVERVILLE)

LOS ALAMITOS AAF JOINT FORCES TRAINING BASE (JFTB)

UTC-8(-7DT) N33°47.40′ W118°03.09′

RWY 22L: SALSF. PAPI(P4L)-GA 3.0° TCH 75'.

RWY 04R-22L: H8001X200 (ASPH-CONC) PCN 36 R/C/W/T

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

32 B NOTAM FILE SLI

ASR/PAR

**CALIFORNIA** 

(SLI)(KSLI) A ARNG (AR)

CI

Not insp.

HIRI

1 SE

RWY 04L-22R: H5902X150 (PEM) PCN 36 F/C/W/T MIRL MILITARY SERVICE: LGT HIRL elevation 1' and located 5' from edge of rwy. JASU 4(E3) 2(AGPU) 2(AM32A-60B without DC power) FUEL J8 972-2571, C562-795-2571; http://www.calguard.ca.gov/SLI.

MILITARY REMARKS: Sat-Mon 1600-0000Z‡, Tue-Fri 1500-0600Z‡, closed holidays. RSTD PPR ctc afld ops DSN NS ABTMT Procedure in effect. All dep rgr briefings. MISC To exceed weight bearing capacity ctc Afld ops. See AP/1 Route and Area Rstd and Supplementory Arpt Remark. Winds are accurate to within +/- 4 knots. USAR OPS Opr Mon-Fri 1530-0030Z±, except holidays, DSN 972-2232, C562-795-2232, ARNG AASF OPS Opr Mon-Fri.

1530-2330Z‡, except holidays. DSN 972-2006, C562-795-2006 http://www.calguard.ca.gov/aasf1 **COMMUNICATIONS: ATIS 118.875 379.975** (R) SOCAL APP/DEP CON 124.65 316.125 TOWER 123.85 251.15 Sat-Mon 1600-0000Z±, Tue-Fri 1500-0600Z±, clsd holidays. **GND CON 126.95** 

257.95 AFLD OPS ADVSY SVC 126.2 237.2 USAR OPS 139.05 230.9 ARNG AASF OPS 233.8 41.5 (Mon and Fri 1530-2330Z±, Tue-Thu 1530-0600Z±, except holidays) AIRSPACE: CLASS D svc Sat-Mon 1600-0000Z±, Tue-Fri 1500-0600Z±, other times CLASS G.

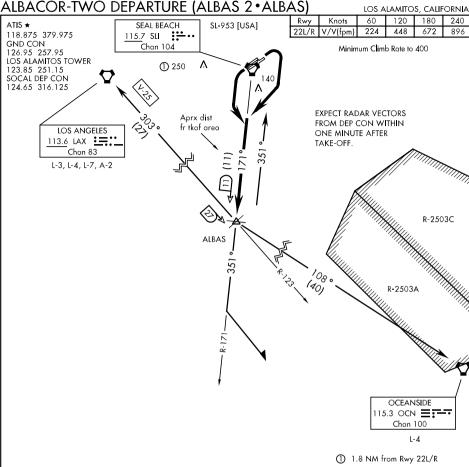
RADIO AIDS TO NAVIGATION: NOTAM FILE HHR. SLI Chan 104 N33°47.00′ W118°03.29′ at fld. 23/15E. HIWAS. SEAL BEACH (L) VORTACW 115.7

BECCA NDB (LOM) 233 LG N33°45.40′ W118°04.64′ 019° 2.4 NM to fld. NOTAM FILE LGB. Unmonitored 0745-1415Z‡.

SW-3,

23 SEP 2010 to 21 OCT 2010

(ALBAS 2 SLI).



## DEPARTURE ROUTE DESCRIPTION

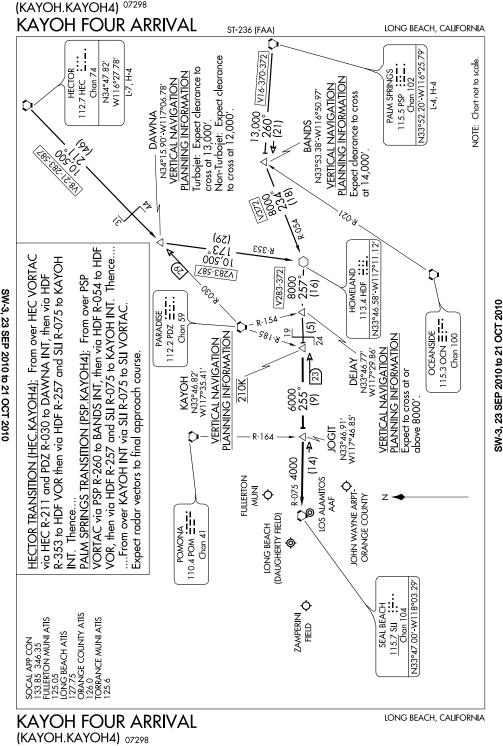
TAKE-OFF RWY 4L/R: Immediate climb to assigned alt. Maintain rwy hdg until passing 400'. Aircraft under VFR conditions maintain rwy hda until end of rwy approach lights. Turn right hdg 180° for one minute. Thence .... TAKE-OFF RWY 22L/R: Immediate climb to assigned altitude. Maintain rwy hdg until passing 400'. Aircraft under VFR conditions maintain rwy hdg until end of rwy. Turn left to hdg 180° for

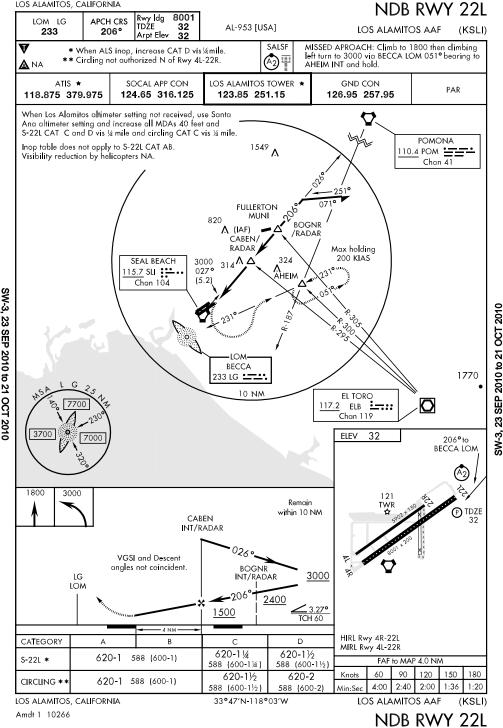
one minute. Thence .... .... intercept and proceed via SLI R-171 to ALBAS INT. Cross ALBAS INT at as assigned, then via transition or assigned route.

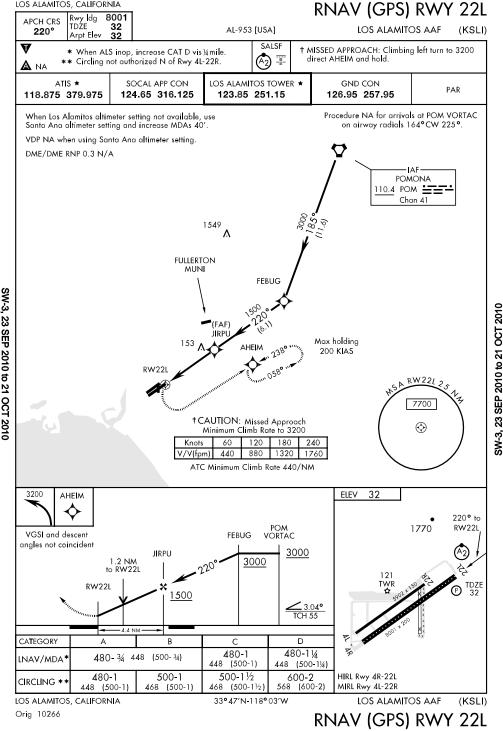
LOS ANGELES TRANSITION: Via LAX R-123 to LAX (ALBAS 2 • LAX).

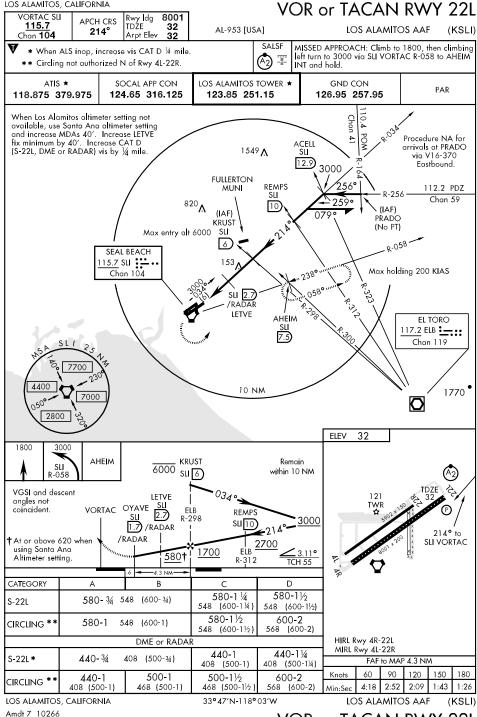
OCEANSIDE TRANSITION: Via direct OCN (ALBAS 2. OCN).

SEAL BEACH TRANSITION: Procedure turn East of course, then inbound via SLI R-171 to SLI.

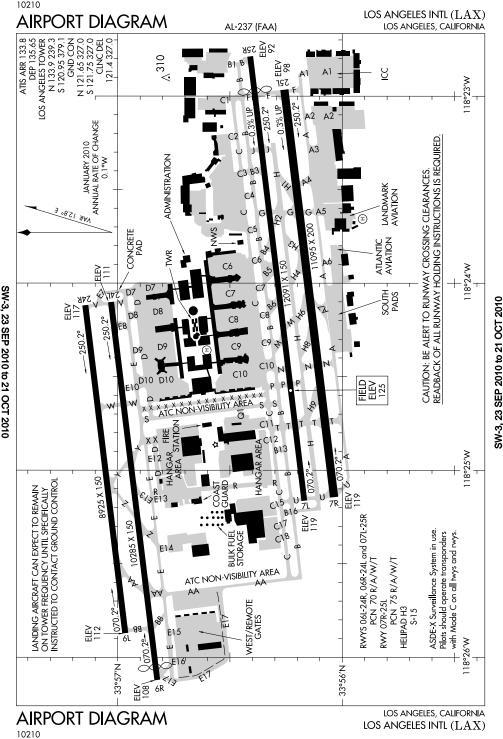








LOS ALAMITOS, CALIFORNIA



124 **CALIFORNIA** 

## LOS ANGELES

LOS ANGELES INTL (LAX) 9 SW UTC-8(-7DT) N33°56.55′ W118°24.43′ S4 FUEL JET A LRA NOTAM FILE LAX OX 1. 4

RWY 25R: MALSR. Thid dsplcd 957'. Railroad. 0.3% up. RWY 07R-25L: H11095X200 (CONC-GRVD) PCN 75 R/A/W/T

RWY 07L-25R: H12091X150 (CONC-GRVD)

HIRL CL

RWY 07R: MALSR, PAPI(P4L)-GA 3.0° TCH 57', Pole, Rgt tfc. RWY 25L: ALSF2, TDZL, Railroad, 0.3% up.

RWY 06R-24L: H10285X150 (CONC-GRVD) PCN 70 R/A/W/T HIRL CL

RWY 07L: MALSR. TDZL. PAPI(P4L)-GA 3.0° TCH 59'. Rgt tfc.

RWY 06R: MALSR. TDZL. PAPI(P4L)-GA 3.0° TCH 78'. Thid dsplcd

331'. Pole. RWY 24L: MALSR, PAPI(P4R)-GA 3.0° TCH 79', Rgt tfc.

RWY 06L-24R: H8925X150 (CONC-GRVD) PCN 70 R/A/W/T HIRL CL

RWY 06L: MALSR. PAPI(P4L)-GA 3.0° TCH 77'. Pole. RWY 24R: ALSF2. TDZL. PAPI(P4L)-GA 3.0° TCH 73'. Sign. Rgt tfc.

AIRPORT REMARKS: Attended continuously, Rwy 25L preferred emerg rwy. Numerous birds on and invof airport. Turbulence may be

deflected upward from the blast fence 180' E of Rwy 25R. ASDE-X

Surveillance System in use: Pilots should operate transponders with Mode C on all twys and rwys. Tom Bradley International Gates: check LAWA (Los Angeles World Airport) rules and regulations for latest operating procedures. Ctc LAX

airfield ops (310) 646-4265 for B747-400/B-777-300 and 300ER/A340-600 acft ops restrictions, Practice instrument approaches and touch and go landings are prohibited. Noise sensitive arpt. On westerly tkfs no turns before crossing shoreline. Over-ocean apchs utilized 0800-1430Z‡. Rwy 24R ALSF2 operates as SSALR till weather goes below VFR, Rwy 25L ALSF2 operates as SSALR until weather goes below VFR, Westbound

Class I. ARFF Index E

HIRL CL

Rwy 7R-25L: 11095 X 200

Rwy 7L-25R: 12091 X 150

Rwy 6R-24L: 10285 X 150

Residential Area

PCN 70 R/A/W/T

LOS ANGELES

H-41. L-3E. 4G. 7B. A

COPTER

IAP. AD

B747-400 acft on Twy C prohibited from southbound turns onto Twy P, (Twy C-7, C-8, C-9 north of Twy C) and Twy D-7 south of Twy E will not accommodate B747 200 and larger acft. Twy D between Twy D-7 and D-8 (north of terminal one) restricted to B-767-300 and smaller acft, Twy E-17, A340-600, B777-300/300ER acft northbound turn onto Twy E-17 from westbound Twy E prohibited. Twy E, A340-600, B777-300/300ER acft westbound turn onto Twy E from southbound Twy BB prohibited, Twy C-8, A340-600, B777-300/300ER acft prohibited on Twy C-8 between Twy B and Twy C. Twy C-9, A340-600, B777-300/300ER acft prohibited on Twy

C-9 between Twy B and Twy C. A-380 ops ctc aftd ops for taxi information. West remote gates: acft use of open

gates as taxi path is prohibited (gates 206, 207, 208, 209). A 700'X500' clearway has been reestablished at west end of Rwy 24R, Touchdown, midpoint and rollout runway visual range avbl Rwy 06L, Rwy 24R, Rwy 06R, Rwy 24L, Rwy 07R, Rwy 25L, Rwy 07L, Rwy 25R. Simultaneous acft ops prohibited on Twy T and Twy H9 between Rwy 07L-25R and Rwy 07R-25L. Simultaneous acft ops prohibited on Twy H2 and Twy G between Rwy 07L-25R and Rwy 07R-25L. Overnight storage fee, Flight Notification Service (ADCUS) available, NOTE: See Special Notices-Noise Abatement Procedures, Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (310) 568-1486.

COMMUNICATIONS: D-ATIS ARR 133.8 D-ATIS DEP 135.65 (310) 646-2297 R SOCAL APP CON 128.5 (045°-089°), 124.9 (090°-224°), 124.5 (225°-044°) 124.3 (App from west)

TOWER 133.9 (N. complex), 120.95 (S. complex), 119.8 GND CON 121.75 (S. complex), 121.65 (N. complex) CLNC DEL 121.4 120.35

R SOCAL DEP CON 125.2 (225°-044°) 124.3 (045°-224°) (Dep to west)

AIRSPACE: CLASS B See VFR Terminal Area Chart.

### CONTINUED ON NEXT PAGE

LOS ANGELES

L-3E, 4G, 7B, A

COPTER

IAP. AD

277°-300° byd 10 NM blo 8,000′

277°-300° byd 28 NM blo 12,000′

GS unusable byd 5° right of localizer course.

GS unusable 5° left and 4° right of course. DME

# **CALIFORNIA**

Class IIIE.

Class IE.

Class IIIE.

### CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE LAX.

(H) VORTACW 113.6 LAX Chan 83 N33°55.99' W118°25.92' 051° 1.4 NM to fld. 182/15E.

Chan 22

Chan 54

Chan 36

ILS/DME 109.9 I-MKZ Chan 36

HELIPAD H3: H63X63 (CONC)

VOR portion unusable:

ILS/DME 108.5

ILS/DME 111.7

ILS/DME 109.9

175°-205° byd 10 NM blo 3,000'.

270°-277° byd 25 NM blo 8,000′

I-OSS

I–HQB

I-LAX

ILS/DME 111.1 I-CFN Chan 48 Rwy 25R. Class IE. ILS/DME 108.5 I-UWU Chan 22 Rwy 06L. Class IE.

unusable byd 15° right of course. Coupled apch not avbl below 264'.

LIRL

Rwy 24R.

Rwy 24L.

Rwv 25L.

ILS/DME 111.7 I-GPE Chan 54 Rwy 06R. Class IE. ILS/DME 111.1 I-IAS Chan 48 Rwy 07L. Class ID.

Rwy 07R. Class IT.

S-15

HELIPORT REMARKS: Helipad H3 ctc twr for tfc pattern. 1 E UTC-8(-7DT) N34°15.56′ W118°24.81′

WHITEMAN (WHP)

1003 B S4 FUEL 100LL, Jet A OX 1, 3 TPA-2003(1000) NOTAM FILE WHP

RWY 12-30: H4120X75 (ASPH) S-12.5 MIRL 1.0% up NW RWY 12: REIL, PAPI(P2R)—GA 3.8° TCH 40', Thid dsplcd 729', P-line.

RWY 30: REIL. PAPI(P2L)—GA 3.8° TCH 40'. Thid dspicd 478'. P-line. Rgt tfc. RUNWAY DECLARED DISTANCE INFORMATION RWY 12: TORA-3442 TODA-4120 ASDA-3910 LDA-3181 RWY 30: TORA-3191 TODA-4120 ASDA-3940 LDA-3462

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.

Helicopter ops 2500' MSL (1500' AGL) and below. Arpt CLOSED to helicopter training/pattern opr 0400-1600Z‡. Dirt infield areas. Helicopters advised to use care to prevent blasting dirt and debris onto movement areas.

COMMUNICATIONS: CTAF 135.0 ATIS 132.1 (818)899-9820 UNICOM 122.95 R SOCAL APP/DEP CON 120.4 (VNY 280°-BUR 050°) 134.2 (VNY 160°-VNY 280°)

TOWER 135.0 (1600-0400Z‡). GND CON 125.0 AIRSPACE: CLASS D svc 1600-0400Z‡ other times Class G. RADIO AIDS TO NAVIGATION: NOTAM FILE VNY. VAN NUYS (L) VORW/DME 113.1 VNY Chan 78 N34°13.41'

W118°29.50' 046° 4.5 NM to fld. 812/15E. PACOIMA NDB (MHW) 370 PAI N34°15.58′ W118°24.81′ at fld. VFR only. NOTAM FILE HHR.

COMM/NAV/WEATHER REMARKS: Whiteman arpt altimeter setting not avbl.

LOS BANOS

LOS BANOS MUNI (LSN) 1 W UTC-8(-7DT) N37°03.83′ W120°52.19′

S8 FUEL 100LL, JET A TPA-921(800) NOTAM FILE RIU

MIRL Rwy 14-32 preset low intensity until 0800Z‡. To increase intensity and ACTIVATE MIRL Rwy 14-32, REIL

### RWY 14-32: H3801X75 (ASPH) S-23 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Tree. Rgt tfc. AIRPORT REMARKS: Unattended. For cash fuel after hours call 209-827-7070. 24 hour automated fuel avbl with major credit card. Avoid overflight of houses south of arpt. No departures over housing areas to east of arpt.

Rwy 14 and Rwy 32, and PAPI Rwy 14 and Rwy 32-CTAF. WEATHER DATA SOURCES: AWOS-3 118.675 (209) 827-7084

COMMUNICATIONS: CTAF/UNICOM 122.8

PANOCHE RCO 122.1R 112.6T (RANCHO MURIETA RADIO)

(R) NORCAL APP/DEP CON 120.95

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

PANOCHE (L) VORTAC 112.6 PXN Chan 73 N36°42.93′ W120°46.72′ 332° 21.3 NM to fld. 2060/16E.

TPA-1344(800) NOTAM FILE RIU

SAN LUIS RESERVOIR SPB (ØOØ) 12 W UTC-8(-7DT) N37°03.50' W121°07.56'

WATERWAY ALL WAY: 15840X13000 (WATER)

SEAPLANE REMARKS: Unattended. Waterway All Way width 13200'. Seaplane Idg area subject to gusty wind conditions. Spillway and water surface elevations change seasonally and may be as low as 340' MSL. COMMUNICATIONS: CTAF 122 9

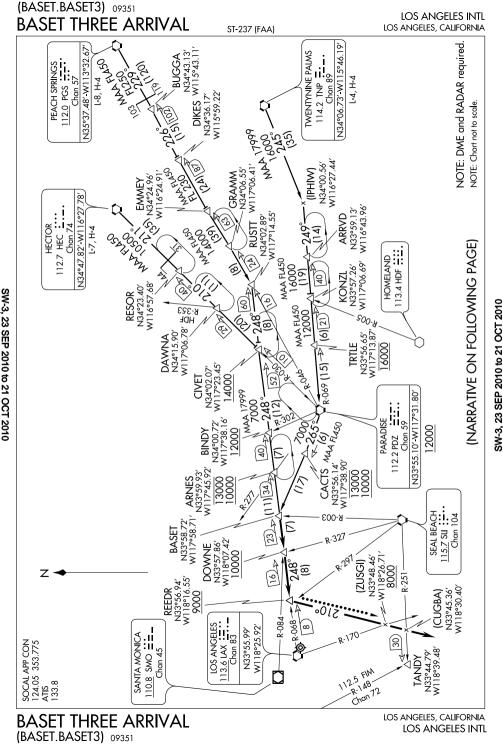
SAN FRANCISCO

SAN FRANCISCO

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 38'. Tree.

L-3B

IAP



## ARRIVAL DESCRIPTION

HECTOR TRANSITION (HEC.BASET3): From over HEC VORTAC via HEC R-211 and PDZ R-030 to CIVET INT, then via LAX R-068 to BASET INT. Thence....

DEACH CODINGS TRANSITION (DOC DACETS).

PEACH SPRINGS TRANSITION (PGS.BASET3): From over PGS VORTAC via PGS R-229 and PDZ R-046 to RUSTT INT, then via LAX R-068 to BASET INT. Thence....

TWENTYNINE PALMS TRANSITION (TNP.BASET3): From over TNP VORTAC via TNP R-245 and PDZ R-069 to PDZ VORTAC, then via PDZ R-265 to BASET INT. Thence...

.... From over BASET INT/DME via LAX R-068 to cross DOWNE INT/DME at or above 10,000' and cross REEDR INT/DME at or above 9,000'. Depart REEDR via heading 210° for radar vectors to final approach course for Runways 6L/R or 7L/R.

LOST COMMUNICATIONS: Depart REEDR heading 210° to intercept the SLI R-251 to TANDY INT/SLI 30 DME.

# CASTA TWO DEPARTURE (RNAV)

LOS ANGELES, CALIFORNIA LOS ANGELES INTL(LAX)

SW-3, 23 SEP 2010 to 21 OCT 2010

(CASTA2.CASTA) 09295

# SW-3, 23 SEP 2010 to 21 OCT 2010

V

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFE RUNWAY 24R: Climb heading 249° to 620, then

TAKE-OFF RUNWAY 24R: Climb heading 249° to 620, then direct to cross FABRA at or below 3000/1300, then via track 251° to cross ENNEY at or below 5000/1300, then via depicted route to CASTA, thence....

TAKE-OFF RUNWAY 24L: Climb heading 249° to 620, then direct to cross DLREY at or below 3000/1300, then via track 254° to cross ENNEY at or below 5000/1300, then via depicted route to CASTA, thence....

TAKE-OFF RUNWAY 25R: Climb heading 249° to 620, then direct to cross DOCKR at or below 3000/1300, then via track 250° to cross EVOSE at or below 5000/1300, then via depicted route to CASTA, thence....

TAKE-OFF RUNWAY 25L: Climb heading 249° to 620, then direct to cross HIIPR at or below 3000/1300, then via track 254° to cross EVOSE at or below 5000/1300, then via depicted route to CASTA, thence....

....via transition. Expect further clearance to filed altitude three minutes after departure.

AVENAL TRANSITION (CASTA2.AVE) GORMAN TRANSITION (CASTA2.GMN) (SXC5.SXC) 09239 LOS ANGELES INTL (LAX) CATALINA FIVE DEPARTURE SL-237 (FAA) LOS ANGELES, CALIFORNIA ATIS DEP 135.65 CLNC DEL 121.4 327.0 **GND CON** N 121.65 327.0 2000 S 121.75 327.0 LOS ANGELES LOS ANGELES TOWER 113.6 LAX :=:: N 133.9 239.3 S 120.95 379.1 Chan 83 SOCAL DEP CON 124.3 363.2 (045°-224°) 125.2 263.025 (225°-044°) *5*000 SEAL BEACH 115.7 SLI ∷∵·· Chan 104 9000

NOTE: Chart not to scale.

V

SW-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

## DEFARTORE ROOTE DESCRIPTION

NOTE: This is a radar vector departure to

communication procedure only.

SXC VORTAC. Route depicted is a lost

<u>TAKE-OFF RUNWAYS 6/7:</u> Climb via heading 070° for vector to SXC VORTAC. Then via (assigned route). All aircraft expect further clearance to filed altitude three minutes after departure.

## LOST COMMUNICATIONS

SANTA CATALINA

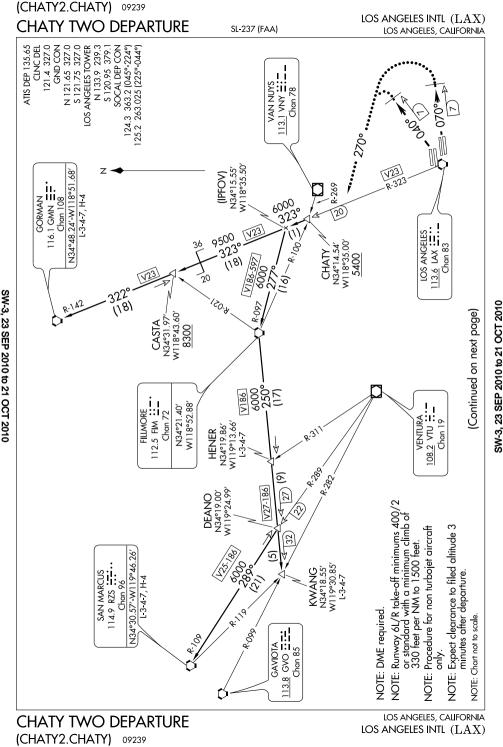
111.4 SXC :::--Chan 51

N33°22.50′-W118°25.19′ L-3-4. H-4

Take-off Runways 6/7: If not in contact with Departure Control after reaching 2000', turn right heading 245°. Cross LAX R-170 at or above 5000', then turn left proceed direct SXC VORTAC. Cross SLI R-235 at or below 9000'.

CATALINA FIVE DEPARTURE (SXC5.SXC) 09239

LOS ANGELES, CALIFORNIA LOS ANGELES INTL (LAX)



V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L/R: Climb via heading 040° for vector to V23; thence via (transition) or (assigned route).

TAKE-OFF RUNWAYS 7L/R: Climb via heading 070° for vector to V23; thence via (transition) or (assigned route).

## LOST COMMUNICATIONS

RUNWAYS 6L/R and 7L/R: If no transmissions are received upon reaching the LAX 7 DME, turn left heading 270°, intercept V23 to CHATY INT and resume the CHATY TWO DEPARTURE. Continue climb on course

the CHATY TWO DEPARTURE. Continue climb on course.

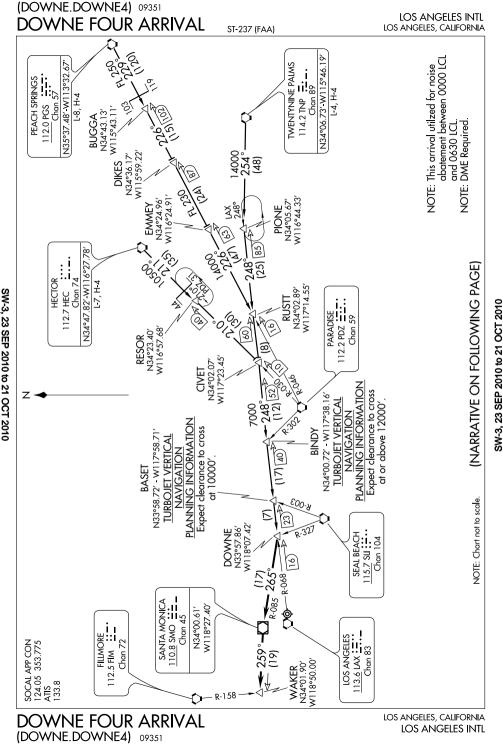
GORMAN TRANSITION (CHATY2.GMN): From over CHATY INT via V23 to GMN

## VORTAC. Cross CHATY INT at or above 5400', and CASTA INT at or above 8300'. HENER TRANSITION (CHATY2.HENER): From over CHATY INT via V23 and FIM

R-097 to FIM VORTAC. Cross CHATY INT at or above 5400'. Then proceed via FIM R-250 to HENER INT.

KWANG TRANSITION (CHATY2.KWANG): From over CHATY INT via V23 and FIM R-097 to FIM VORTAC. Cross CHATY INT at or above 5400'. Then proceed via FIM R-250 to KWANG INT.

SAN MARCUS TRANSITION (CHATY2.RZS): From over CHATY INT via V23 and FIM R-097 to FIM VORTAC. Cross CHATY INT at or above 5400'. Then proceed via FIM R-250 and RZS R-109 to RZS VORTAC.



ARRIVAL DESCRIPTION

HECTOR TRANSITION (HEC.DOWNE4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to CIVET INT, then LAX R-068 to DOWNE INT. Thence....
PEACH SPRINGS TRANSITION (PGS.DOWNE4): From over PGS VORTAC via PGS R-229 and PDZ R-046 to RUSTT INT, then LAX R-068 to DOWNE INT.

Thence....

TWENTYNINE PALMS TRANSITION (TNP.DOWNE4): From over TNP VORTAC via TNP R-254 to PIONE DME, then LAX R-068 to DOWNE INT. Thence....
.....From DOWNE INT via SMO R-085 to SMO VOR/DME, then via SMO R-259 to WAKER INT, expect vector to final approach course for runways 6 and 7.

SW-3, 23 SEP 2010 to 21 OCT 2010

(GABRE6.GABRE) 09239 LOS ANGELES INTL (LAX) GABRE SIX DEPARTURE SL-237 (FAA) LOS ANGELES, CALIFORNIA ATIS DEP 135.65 DAGGETT CLNC DEL 113.2 DAG ..... 121.4 327.0 Chan 79 GND CON 74000 N34°57.75′-W116°34.69′ N 121.65 327.0 0440 L-7, H-4 S 121.75 327.0 LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1 SOCAL DEP CON **GABRE** 14000 124.3 363.2 (045°-224°) N34°20.39′ **FOGEX** 125.2 263.025 (225°-044°) W118°03.29' 057 N34°28.12' 11000 (26) W117°33.75′ TAKE-OFF OBSTACLE NOTES RWY 6L: Multiple signs and buildings beginning 1693' from DER, 340' left of centerline, up to 91' AGL/201' MSL. RWY 6R: Obstruction light on sign, 1867' from VAN NUYS 113.1 VNY **=:** DER, 941' left of centerline, 52' AGL/ Chan 78 SW-3, 23 SEP 2010 to 21 OCT 2010 161' MSL. Multiple towers and windsock beginning 4930' from DER, 1734' right of centerline, up to 207' AGL/306' MSL. RWY 7L: Multiple blast fences, signs, and antennas beginning 168' from DER, on centerline to 070° 1858' from DER, 576' left of centerline up to 58' AGL/147' MSL. Railroad 275' from DER, up to 23' AGL/117' MSL. RWY 7R: Multiple trees beginning 1273' from DER, 700' right of centerline up to 68' AGL/ 157' MSL. Building 791' from DER, 700' LOS ANGELES right of centerline, up to 32' AGL/ 113.6 LAX :=:: 130' MSL. Chan 83 SEAL BEACH <u>115.7</u> SLI ∷∵… NOTE: Minimum climb of 397' per NM to 12000. Chan 104

NOTE: RWY 24L/R, 25L/R NA - Air Traffic.

PEPARTI

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6L/R: Climb heading 070° until the LAX VORTAC 3 DME, then turn left heading 055° for vector to SLI R-345. Thence....

TAKE-OFF RUNWAY 7L/R: Climb heading 070° for vector to SLI R-345. Thence....

....via SLI R-345 to GABRE INT. Then via (transition) or (assigned route).

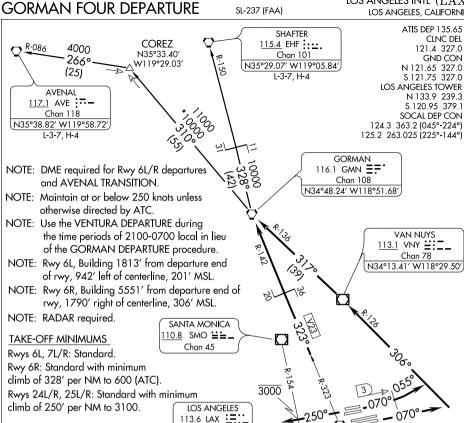
DAGGETT TRANSITION (GABRE6.DAG): From over GABRE INT via VNY R-057 and DAG R-224 to DAG VORTAC.

NOTE: Expect radar vectors to SLI R-345.

NOTE: RADAR Required. NOTE: DME Required.

NOTE: Chart not to scale.

77



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L/R: Climb via heading 070° until LAX VORTAC 3 DME, then turn left heading 055° for vector to join VNY R-126 to VNY VOR/DME, then via VNY R-317 and GMN R-136 to GMN VORTAC. Thence....

Chan 83

TAKE-OFF RUNWAYS 7L/R: Climb via heading 070° for vector to join VNY R-126 to VNY VOR/DME, then via VNY R-317 and GMN R-136 to GMN VORTAC. Thence....

TAKE-OFF RUNWAYS 24L/R,25L/R: Climb via heading 250° to cross SMO R-154 at or below 3000, then via radar vectors to proceed via LAX R-323 and GMN R-142 to GMN VORTAC. Thence....

....via (assigned transition) or (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure.

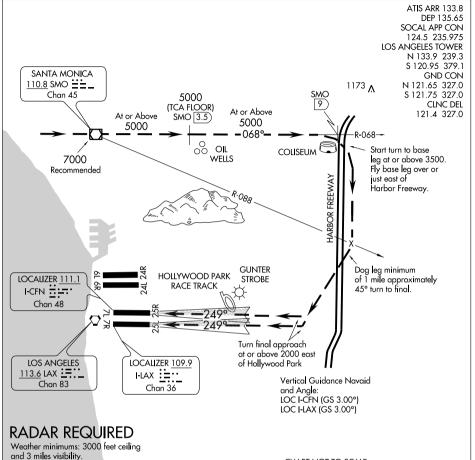
LOST COMMUNICATIONS: If not in contact with departure control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed

AVENAL TRANSITION (GMN4.AVE): From over GMN VORTAC via GMN R-310 and AVE R-086

SHAFTER TRANSITION (GMN4.EHF): From over GMN VORTAC via GMN R-328 and EHF R-150 to EHF VORTAC.

altitude ten minutes after departure.

NOTE: Chart not to scale.



## HARBOR VISUAL APPROACH

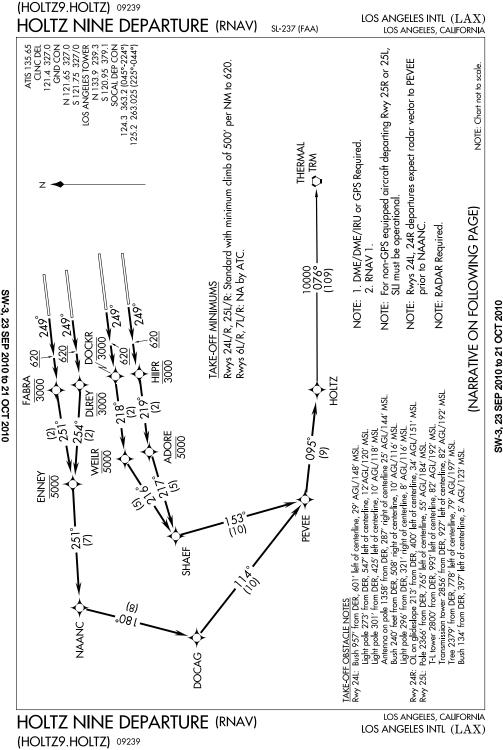
CHART NOT TO SCALE

When visual approaches to Runways 25L/R are in progress, clearances to aircraft from the north and northwest will be given utilizing the following phraseology:

"(IDENT) CLEARED FOR HARBOR VISUAL RUNWAY 25 LEFT/RIGHT APPROACH."

A descent profile of approximately 3° starting at 7000 over SMO VOR/DME may be made with reference to the minimum altitudes above.

33°57′N-118°24′W



(HOLTZ9.HOLTZ) 07354 HOLTZ NINE DEPARTURE (RNAV)

LOS ANGELES INTL (LAX) LOS ANGELES, CALIFORNIA

SL-237 (FAA)

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24R: Climb heading 249° to 620, then direct to cross FABRA at or below 3000, then via 251° track to cross ENNEY at or below 5000, then via depicted route to HOLTZ, Thence.... TAKE-OFF RUNWAY 24L: Climb heading 249° to 620, then direct to cross DLREY at or

below 3000, then via 254° track to cross ENNEY at or below 5000, then via depicted route to HOLTZ, Thence.... TAKE-OFF RUNWAY 25R: Climb heading 249° to 620, then direct to cross DOCKR at or below 3000, then via 218° track to cross WEILR at or below 5000, then via depicted route to HOLTZ, Thence....

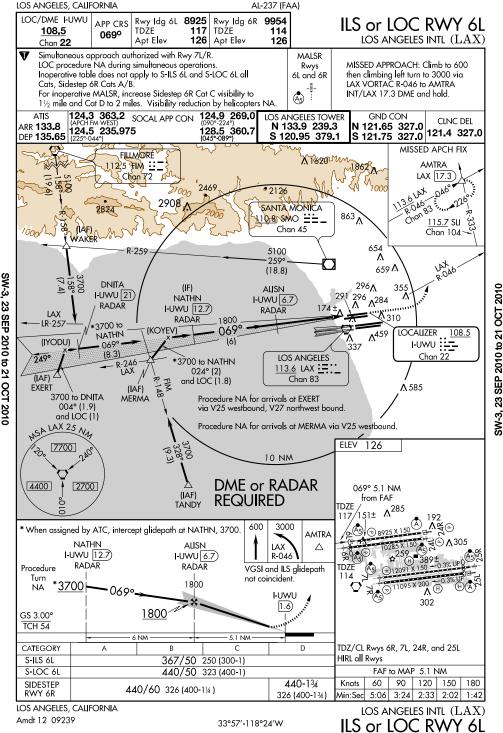
TAKE-OFF RUNWAY 25L: Climb heading 249° to 620, then direct to cross HIIPR at or below 3000, then via 219° track to cross ADORE at or below 5000, then via depicted route to HOLTZ, Thence....

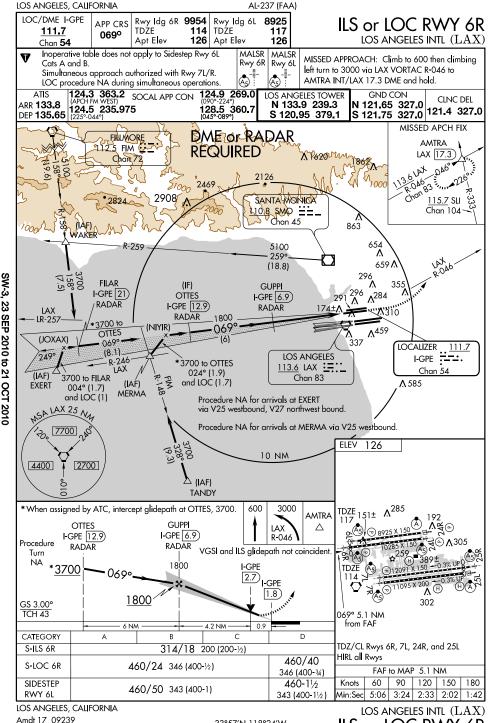
... via THERMAL TRANSITION. Expect further clearance to filed altitude three minutes after departure.

THERMAL TRANSITION (HOLTZ9.TRM)

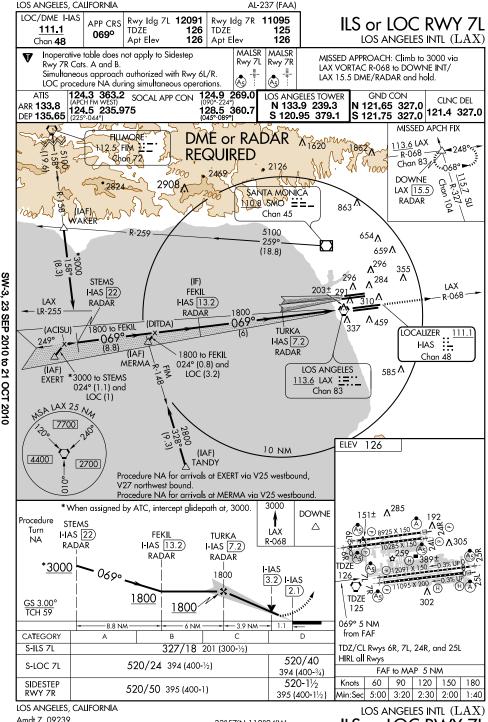
SW-3, 23 SEP 2010 to 21 OCT 2010

HOLTZ NINE DEPARTURE (RNAV)

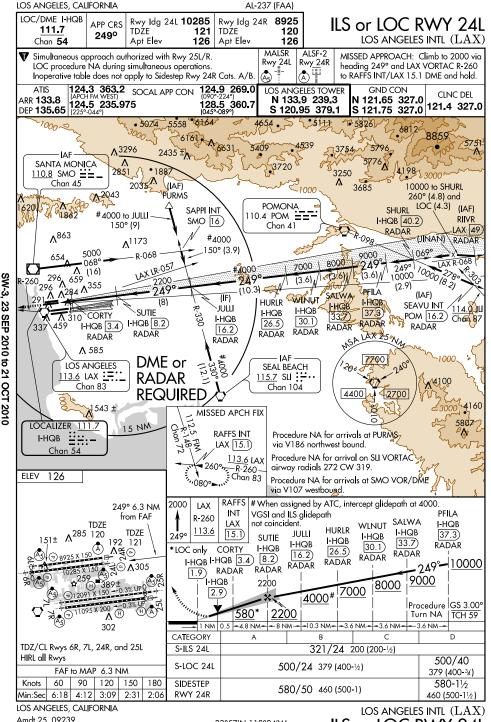




33°57′N-118°24′W ILS or LOC RW

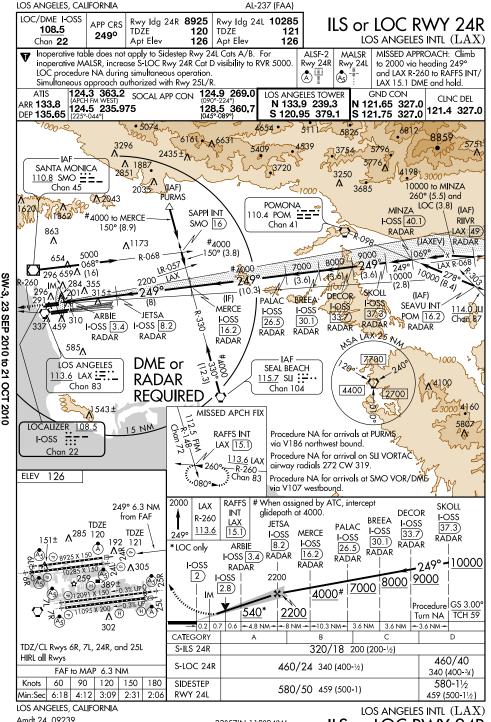


ILS or LOC



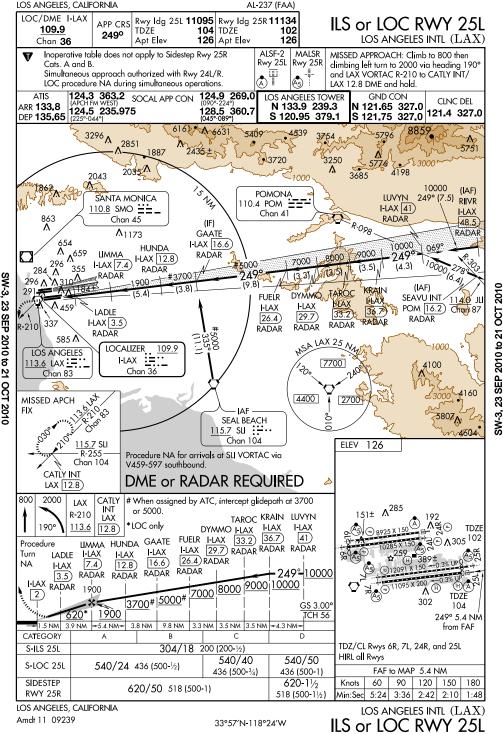
23 SEP 2010 to 21 OCT 2010

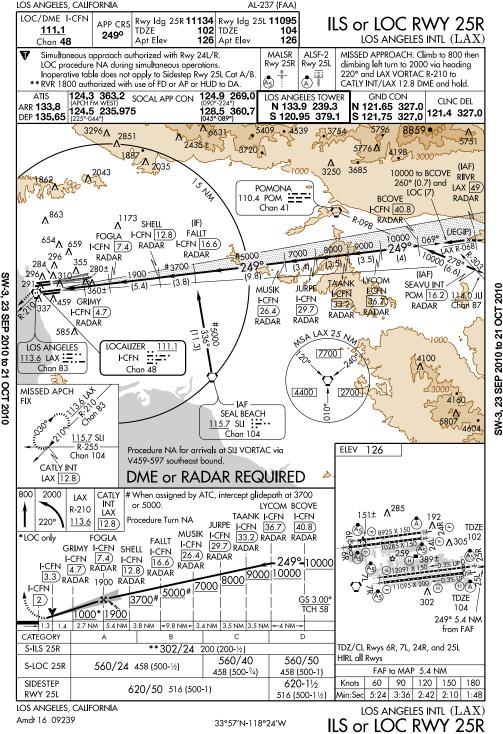
SW-3

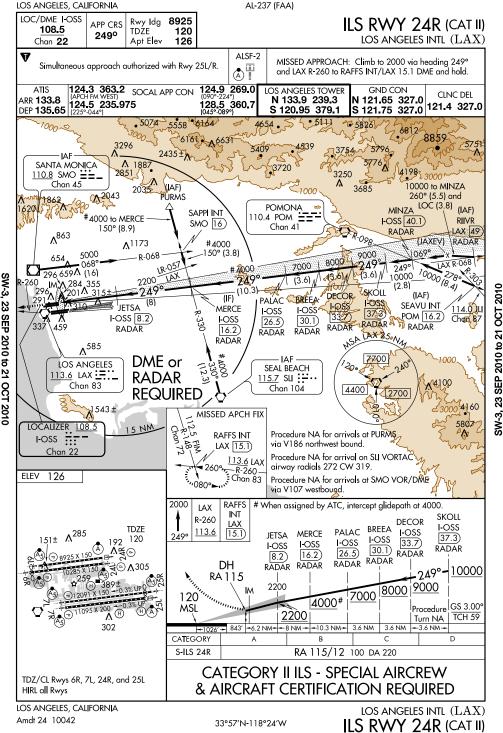


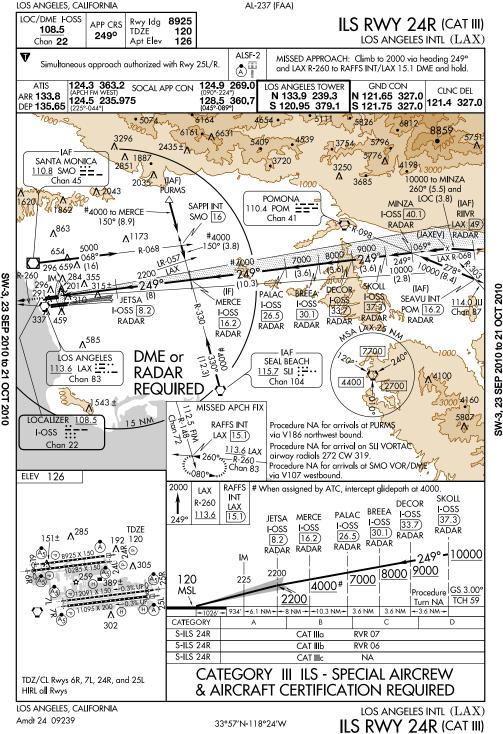
23 SEP 2010 to 21 OCT 2010

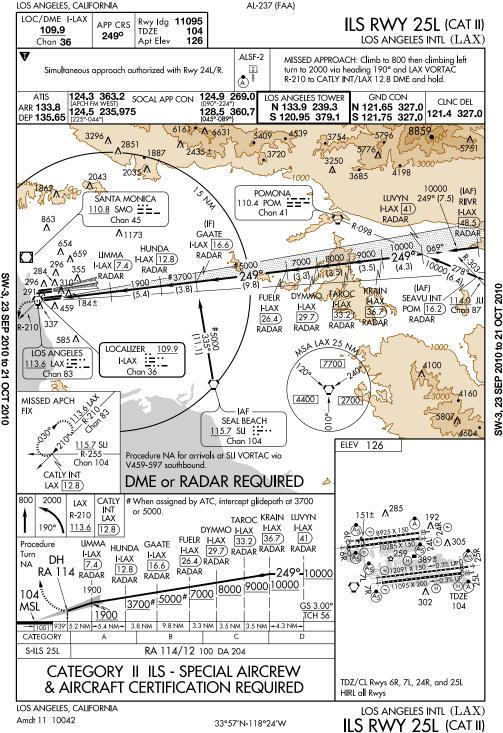
SW-3

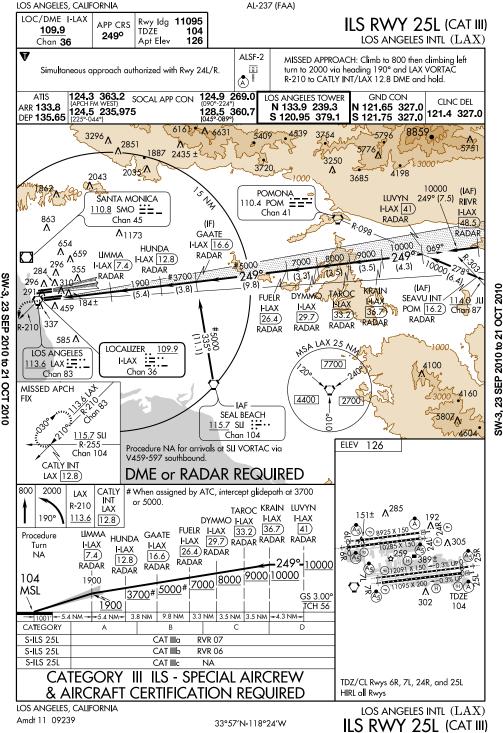


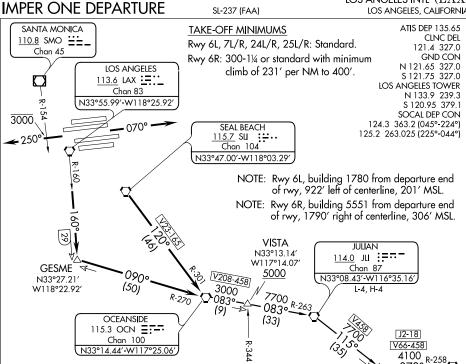












### NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION V

MISSION BAY

117.8 MZB **ΞΞ:** 

Chan 125

TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vector to SLI VORTAC, then via SU R-120 and OCN R-301 to OCN VORTAC. Thence.....

TAKE-OFF RUNWAYS 24L/R, 25L/R: Climb via heading 250° to cross SMO R-154 at or below 3000. Then via radar vectors to join LAX R-160 to GESME INT. Then via OCN R-270 to OCN VORTAC. Thence. . .

. . . .via (assigned transition) or (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

IMPERIAL TRANSITION (IMPER1.IPL): From over OCN VORTAC via OCN R-083 and JLI R-263 to JLI VORTAC. Then via JLI R-115 and IPL R-258 to IPL VORTAC. JULIAN TRANSITION (IMPER1.JLI): From over OCN VORTAC via OCN R-083 and

IMPER ONE DEPARTURE

JLI R-263 to JLI VORTAC.

078°

**IMPERIAL** 

115.9 IPL :=-Chan 106

N32°44.93′-W115°30.51

L-4.H-4

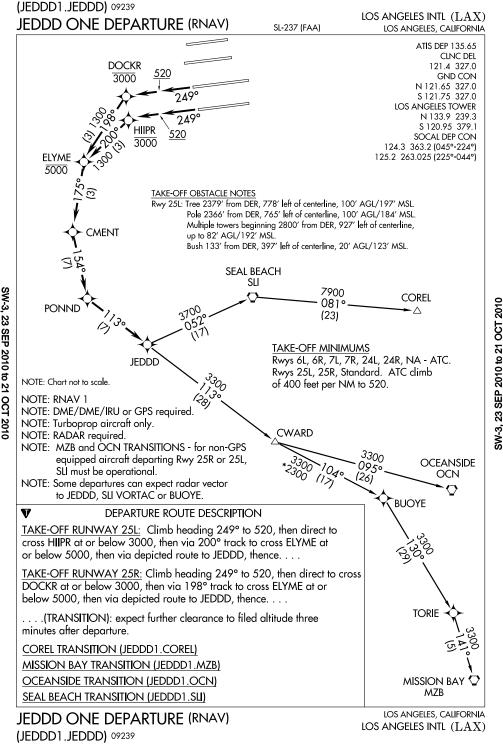
(28)

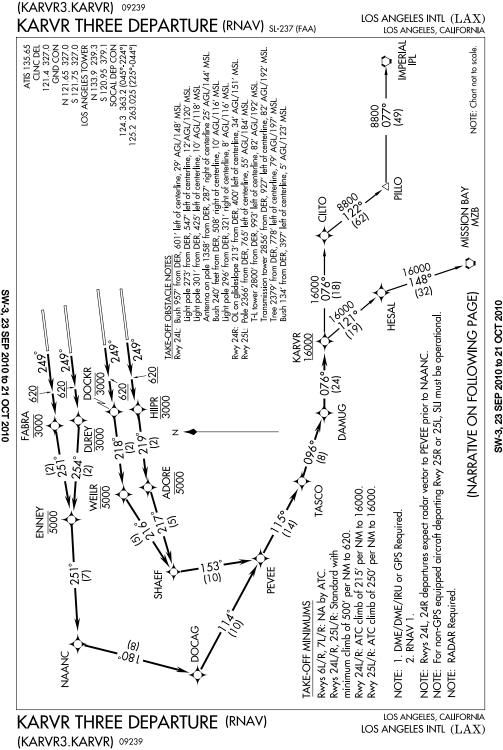
**KUMBA** 

N32°45.72'

W116°03.22'

NOTE: RADAR required.





DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24R: Climb heading 249° to 620, then direct to cross FABRA at or below 3000, then via 251° track to cross ENNEY at or below 5000, then via depicted route to cross KARVR at or above 16000. Thence.... TAKE-OFF RUNWAY 24L: Climb heading 249° to 620, then direct to cross DLREY at or

below 3000, then via 254° track to cross ENNEY at or below 5000, then via depicted route to cross KARVR at or above 16000. Thence.... TAKE-OFF RUNWAY 25R: Climb heading 249° to 620, then direct to cross DOCKR at or below 3000, then via 218° track to cross WEILR at or below 5000, then via depicted route

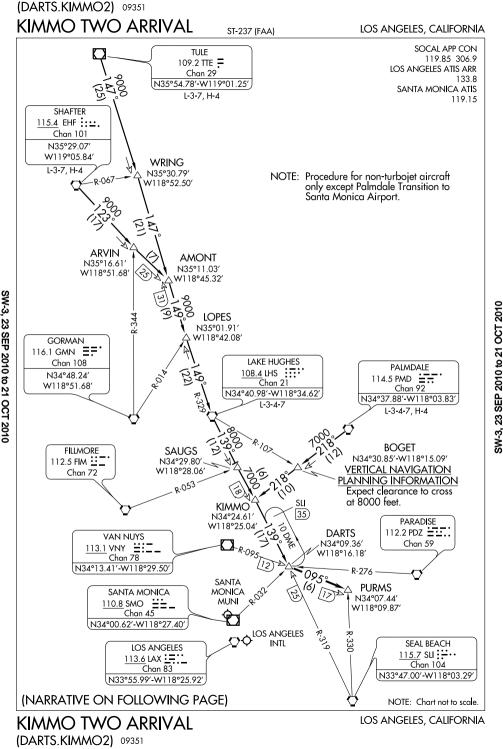
to cross KARVR at or above 16000. Thence.... TAKE-OFF RUNWAY 25L: Climb heading 249° to 620, then direct to cross HIIPR at or below 3000, then via 219° track to cross ADORE at or below 5000, then via depicted route to cross KARVR at or above 16000. Thence....

. . . . via TRANSITION. Expect further clearance to filed altitude five minutes after departure.

IMPERIAL TRANSITION (KARVR3.IPL)

MISSION BAY TRANSITION (KARVR3.MZB)

(KARVR3.KARVR) 07354



KIMMO TWO ARRIVAL

SW-3, 23 SEP 2010 to 21 OCT 2010

### ARRIVAL ROUTE DESCRIPTION

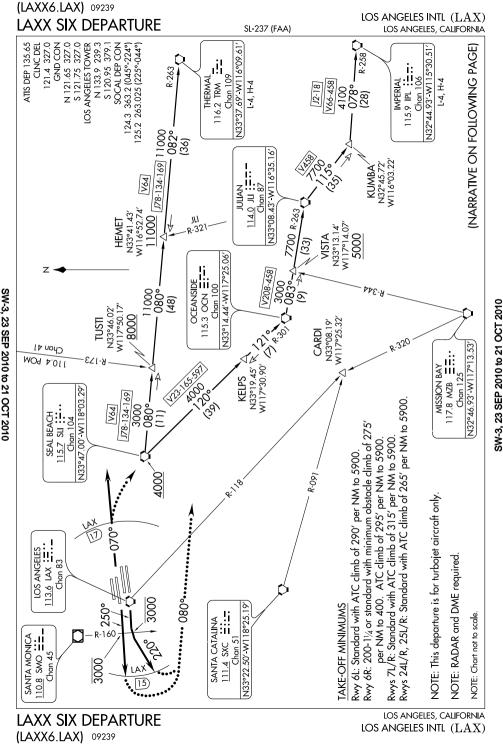
<u>LAKE HUGHES TRANSITION (LHS.KIMMO2):</u> From over LHS VORTAC via LHS R-139 to DARTS INT. Thence....

<u>PALMDALE TRANSITION (PMD.KIMMO2):</u> From over PMD VORTAC via PMD R-218 to KIMMO INT, then via LHS R-139 to DARTS INT. Thence.... <u>SHAFTER TRANSITION (EHF.KIMMO2):</u> From over EHF VORTAC via EHF R-123 and LHS R-329 to LHS VORTAC, then via LHS R-139 to DARTS INT. Thence....

and LHS R-329 to LHS VORTAC, then via LHS R-139 to DARTS INT. Thence....

TULE TRANSITION (TTE.KIMMO2): From over TTE VOR/DME via TTE R-147 and LHS R-329 to LHS VORTAC, then via LHS R-139 to DARTS INT. Thence....

....LANDING LOS ANGELES INTL: From over DARTS INT via VNY R-095 to PURMS INT. Expect radar vectors to final approach course. ....LANDING SANTA MONICA MUNI: From over DARTS INT expect radar vectors to final approach course.



V

SW-3, 23 SEP 2010 to 21 OCT 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 24L/R: Climb heading 250° to cross SMO R-160 at or below 3000, then via radar vectors to assigned route/fix/transition. Thence....

TAKE-OFF RUNWAYS 25L/R: Climb heading 250° to cross SMO R-160 at or below 3000, then via heading 220° for radar vectors to assigned route/fix/transition. Thence....

TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb heading 070° for vectors to SLI VORTAC. Thence....

....all aircraft expect further clearance to filed flight level three minutes after departure.

## LOST COMMUNICATIONS:

RUNWAYS 24L/R, 25L/R: If not in contact with departure control by 15 DME west of LAX VORTAC, then turn left heading 080°, climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route. Aircraft filed FL240 or above.

maintain FL230 for five minutes then continue climb to filed altitude. RUNWAYS 6L/R, 7 L/R: If not in contact with departure control by 17 DME east of LAX VORTAC, climb to FL230 or filed altitude whichever is lower, turn right direct SLI and proceed via assigned route. Aircraft filed FL240 or above, maintain FL230 for five

THERMAL TRANSITION (LAXX6.TRM): From over SLI VORTAC via SLI R-080 and TRM R-263 to TRM VORTAC.

IMPERIAL TRANSITION (LAXX6.IPL): From over SLI VORTAC via SLI R-120 and OCN R-301 to OCN VORTAC, then via OCN R-083 and JLI R-263 to JLI VORTAC,

then via JLI R-115 and IPL R-258 to IPL VORTAC.

minutes then continue climb to filed altitude.

#### TAKE-OFF OBSTACLE NOTES:

RWY 6L: Buildings and signs beginning 1693' from DER, 339' left of centerline, up to 50' AGL/201' MSL.

RWY 6R: Antenna on building 560' from DER, 479' right of centerline, 18' AGL/127' MSL. OL on building 5550' from DER, 1791' right of centerline, 202' AGL/306' MSL.

OL on sign and sign beginning 1866' from DER, 920' left of centerline, up to 49' AGL/161' MSL. OL on blast fence 168' from DER, 33' left of centerline, 14' AGL/106' MSL. Poles beginning 1290' from DER, 505' left of centerline, up to 55' AGL/147' MSL.

Antenna on building 1576' from DER, 315' left of centerline, 55' AGL/147' MSL. Sign and railroad beginning 351' from DER, 10' left of centerline, up to 29' AGL/124' MSL. Railroad 275' from DER, 500' right of centerline, 23' AGL/115' MSL. App light and OL on LOC beginning 979' from DER, on rwy centerline, up to 27' AGL/119' MSL.

RWY 7R: Trees and building beginning 790' from DER, 606' right of centerline, up to 58' AGL/157' MSL.

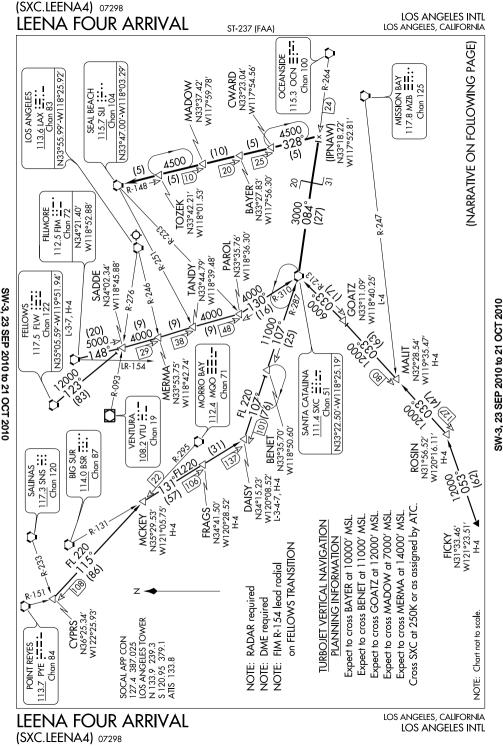
RWY 24L: Bush 956' from DER, 600' left of centerline, 40' AGL/148' MSL.

Light poles beginning 273' from DER, 425' left of centerline, up to 10' AGL/120' MSL. Antenna on pole 1357' from DER, 286' right of centerline, 36' AGL/144' MSL.

Light poles and bushes beginning 239' from DER, 321' right of centerline, up to 8' AGL/116' MSL. RWY 24R: OL on GS, 212' from DER, 399' left of centerline, 39' AGL/151' MSL.

RWY 25L: Tree and pole beginning 2366' from DER, 764' left of centerline, up to 80' AGL/197' MSL.

Trmsn towers beginning 2800' from DER, 926' left of centerline, up to 71' AGL/192' MSL. Bush 133' from DER, 397' left of centerline, 4' AGL/123' MSL.



23 SEP 2010 to 21 OCT 2010

## ARRIVAL DESCRIPTION

CYPRS TRANSITION (CYPRS.LEENA4): From over CYPRS INT via MQO R-295 to MCKEY INT, then via BSR R-131 to DAISY INT, and SXC R-287 to SXC VORTAC.

Thence....

DAISY TRANSITION (DAISY.LEENA4): From over DAISY INT via SXC R-287 to SXC VORTAC. Thence....

FELLOWS TRANSITION (FLW.LEENA4): From over FLW VORTAC via FLW R-123 to SADDE INT, then via FIM R-148 to PAROL INT, and SXC R-310 to SXC VORTAC. Thence

FICKY TRANSITION (FICKY.LEENA4): From over FICKY direct ROSIN DME, then via SXC R-213 to SXC VORTAC. Thence....

FILLMORE TRANSITION (FIM.LEENA4): From over FIM VORTAC via FIM R-148 to PAROL INT, then via SXC R-310 to SXC VORTAC. Thence....

FRAGS TRANSITION (FRAGS.LEENA4): From over FRAGS INT via BSR R-131 to DAISY INT, and SXC R-287 to SXC VORTAC. Thence....

GOATZ TRANSITION (GOATZ.LEENA4): From over GOATZ DME via SXC R-213 to SXC VORTAC. Thence....

MALIT TRANSITION (MALIT.LEENA4): From over MALIT DME via SXC R-213 to SXC VORTAC. Thence....

MCKEY TRANSITION (MCKEY.LEENA4): From over MCKEY INT via BSR R-131 to DAISY INT, and SXC R-287 to SXC VORTAC. Thence....

ROSIN TRANSITION (ROSIN.LEENA4): From over ROSIN DME via SXC R-213 to

SXC VORTAC Thence

....From over SXC VORTAC via SXC R-084 and OCN R-264 to (IPNAW) to intercept the SLI R-148 to CWARD INT. From CWARD INT via SLI R-148 to SLI VORTAC. Expect radar vectors to ILS approach for Rwy 25L.

LOOP FIVE DEPARTURE ATIS DEP 135.65 CLNC DEL 121.4 327.0 **GND CON** N 121.65 327.0 S 121.75 327.0 LOS ANGELES TOWER

N 133.9 239.3

S 120.95 379.1

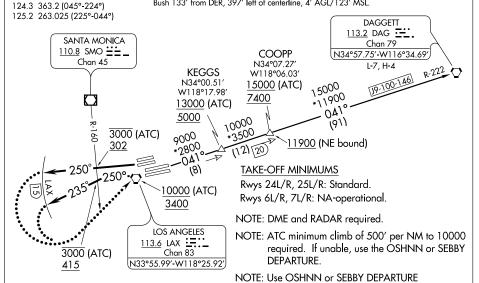
SOCAL DEP CON

**TAKE-OFF OBSTACLE NOTES** 

Rwy 24L: Bush 956' from DER, 600' left of centerline, 40' AGL/148' MSL. Light poles beginning 273' from DER, 425' left of centerline, up to 10'AGL/120' MSL. Antenna on pole 1357' from DER 286' right of centerline, 36' AGL/144' MSL. Light poles and bushes beginning 239' from DER, 321' right of centerline, up to

8' AGL/116' MSL. Rwy 24R: OL on GS 212' from DER, 399' left of centerline, 39' AGL/151' MSL. Rwy 25L: Tree and pole beginning 2366' from DER, 764' left of centerline, up to 80' AGL/197' MSL. Transmission towers beginning 2800' from DER, 926' left of centerline, up to

71' AGL/192' MSL. Bush 133' from DER, 397' left of centerline, 4' AGL/123' MSL.



NOTE: Chart not to scale.

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 24L/R: Climb via heading 250° to cross SMO VOR/DME R-160 at or below 3000 (ATC)/302, expect radar vectors to cross LAX VORTAC at or above 10000 (ATC)/3400. Thence....

TAKE-OFF RUNWAYS 25L/R: Climb heading 250° to cross SMO VOR/DME R-160 at or below 3000 (ATC)/415, then turn left heading 235° expect radar vectors to cross LAX VORTAC at or above 10000 (ATC)/3400. Thence....

.... via (assigned transition) or (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control by 15 DME west of LAX VORTAC, turn left and proceed direct LAX VORTAC, climb to FL230 or filed altitude whichever is lower, and when able proceed via filed or assigned route/fix/transition. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

DAGGETT TRANSITION (LOOP5.DAG): From over LAX VORTAC via LAX R-041 and DAG R-222 to DAG VORTAC.

during the period 2100-0700 local time in

lieu of the LOOP DEPARTURE.

NOTE: DME or Radar required. NOTE: Chart not to scale.

23 SEP 2010 to 21 OCT 2010

AVENAL TRANSITION (AVE.MOOR3): From over AVE VORTAC via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

DERBB TRANSITION (DERBB.MOOR3): From over DERBB INT via AVE R-129 and

WAKER N34°01.90′-W118°50.00′

Expect to cross at 6,000

FIM R-310 to FIM VORTAC. Thence.... DINTY TRANSITION (DINTY.MOOR3): From over DINTY INT via RZS R-233 to

RZS VORTAC. Then via RZS R-087 and FIM R-267 to FIM VORTAC. Thence....

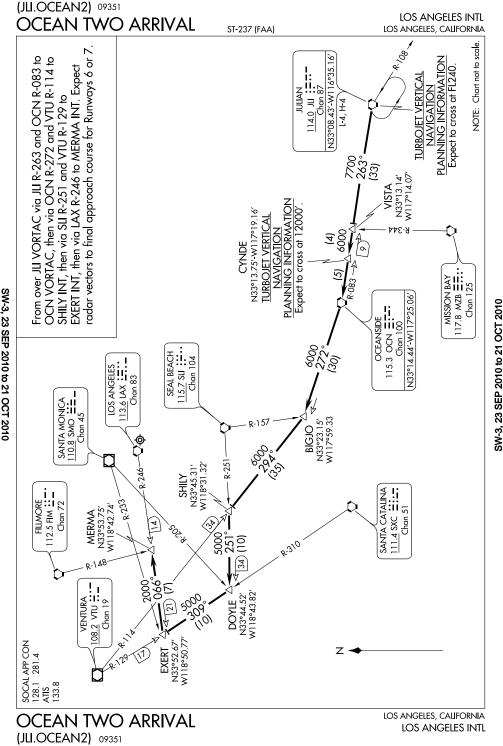
....From over FIM VORTAC via FIM R-158 to WAKER INT. For Runways 6L/R or 7L/R: From WAKER INT expect vector to final approach course for LOS ANGELES INTERNATIONAL AIRPORT.

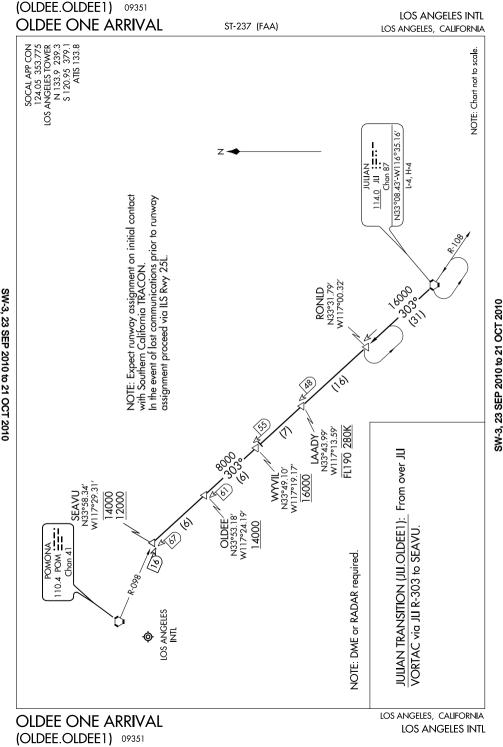
## MOORPARK THREE ARRIVAL

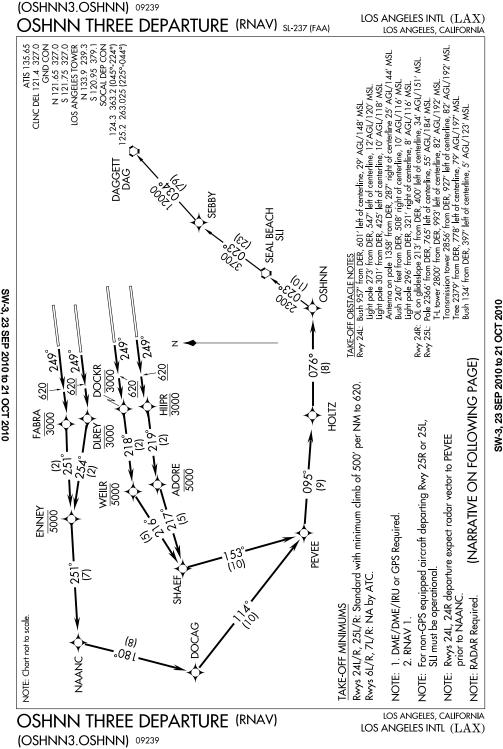
Chan 45

⌽

R-259







(OSHNN3.OSHNN) 07354 LOS ANGELES INTL (LAX) OSHNN THREE DEPARTURE (RNAV) SL-237 (FAA)

LOS ANGELES, CALIFORNIA

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24R: Climb heading 249° to 620, then direct to cross FABRA at or below 3000, then via 251° track to cross ENNEY at or below 5000, then via depicted route to OSHNN, Thence.... TAKE-OFF RUNWAY 24L: Climb heading 249° to 620, then direct to cross DLREY at or

below 3000, then via 254° track to cross ENNEY at or below 5000, then via depicted route to OSHNN, Thence.... TAKE-OFF RUNWAY 25R: Climb heading 249° to 620, then direct to cross DOCKR at or below 3000, then via 218° track to cross WEILR at or below 5000, then via depicted route to OSHNN, Thence.... TAKE-OFF RUNWAY 25L: Climb heading 249° to 620, then direct to cross HIIPR at or

via DAGGETT TRANSITION. Expect further clearance to filed altitude five minutes after departure.

below 3000, then via 219° track to cross ADORE at or below 5000, then via depicted

DAGGETT TRANSITION (OSHNN3.DAG)

route to OSHNN, Thence....

N 121.65 327.0 S 121.75 327.0

S 120.95 379.1 SOCAL DEP CON

LOS ANGELES TOWER N 133.9 239.3

124.3 363.2 (045°-224°)

125.2 263.025 (225°-044°)

PERCH NINE DEPARTURE

TAKE-OFF MINIMUMS

Rwys 6L, 7L/R, 24L/R, 25L/R: Standard.

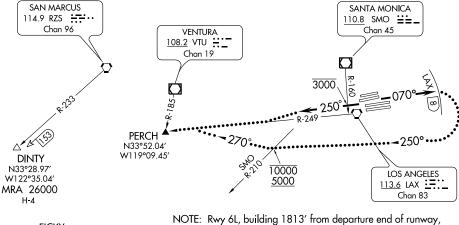
Rwy 6R: 300-11/4 or standard with minimum climb of

231' per NM to 400'. NOTE: MRA DINTY DME FL 310 to receive LAX and RZS DME.

NOTE: RZS R-233/153 DME fix DINTY DME FIX MRA 26000.

NOTE: Route depicted is a LOST COMMUNICATION PROCEDURE ONLY.

NOTE: RADAR and DME required.



942' left of centerline, 201' MSL.

NOTE: Rwy 6R, building, 5551' from departure end of runway, 1790' right of centerline, 306' MSL.

NOTE: Chart not to scale.

**FICKY** 

N31°33.46′

W121°23.51′

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vector to DINTY INT or FICKY INT. Thence....

TAKE-OFF RUNWAYS 24L/R, 25L/R: Climb via heading 250° to cross SMO R-160 at or below 3000, then via radar vectors to DINTY INT or FICKY INT. Thence ....

...via (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure.

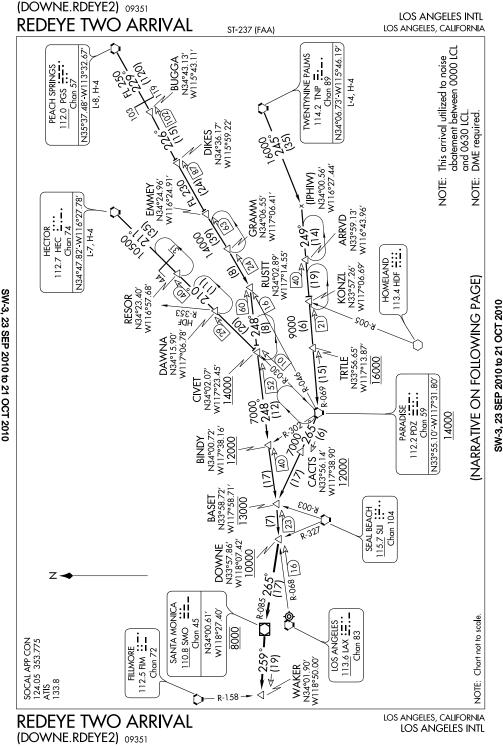
## LOST COMMUNICATIONS:

TAKE-OFF RUNWAYS 6L/R, 7L/R: If not in contact with Departure Control upon reaching LAX 8 DME, turn right heading 250°. Cross SMO R-210 at or above 5000' and at or below 10000'. After leaving 10000', turn right heading 270° to intercept and proceed via LAX R-249 to PERCH INT.

TAKE-OFF RUNWAYS 24L/R, 25L/R: If not in contact with Departure Control within five minutes after departure, proceed to PERCH INT via LAX R-249.

Climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after depature.

## PERCH NINE DEPARTURE



LOS ANGELES INTL LOS ANGELES, CALIFORNIA

SW-3, 23 SEP 2010 to 21 OCT 2010

ST-237 (FAA)

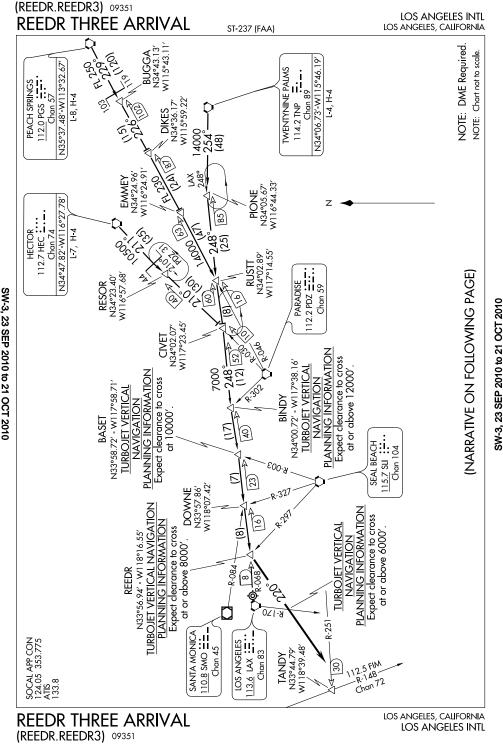
# ARRIVAL DESCRIPTION

HECTOR TRANSITION (HEC.RDEYE2): From over HEC VORTAC via HEC R-211 and PDZ R-030 to CIVET INT, then LAX R-068 to DOWNE INT. Thence.... PEACH SPRINGS TRANSITION (PGS.RDEYE2): From over PGS VORTAC via PGS R-229 and PDZ R-046 to RUSTT INT, then LAX R-068 to DOWNE INT.

Thence....

TWENTYNINE PALMS TRANSITION (TNP.RDEYE2): From over TNP VORTAC via TNP R-245 and PDZ R-069 to PDZ VORTAC, then PDZ R-265 to BASET INT. then LAX R-068 to DOWNE INT. Thence....

....From DOWNE INT via SMO R-085 to SMO VOR/DME, then via SMO R-259 to WAKER INT. Expect vector to final approach course for runways 6 and 7.



# ARRIVAL DESCRIPTION

HECTOR TRANSITION (HEC.REEDR3): From over HEC VORTAC via HEC R-211 and PDZ R-030 to CIVET INT, then LAX R-068 to REEDR INT. Thence....

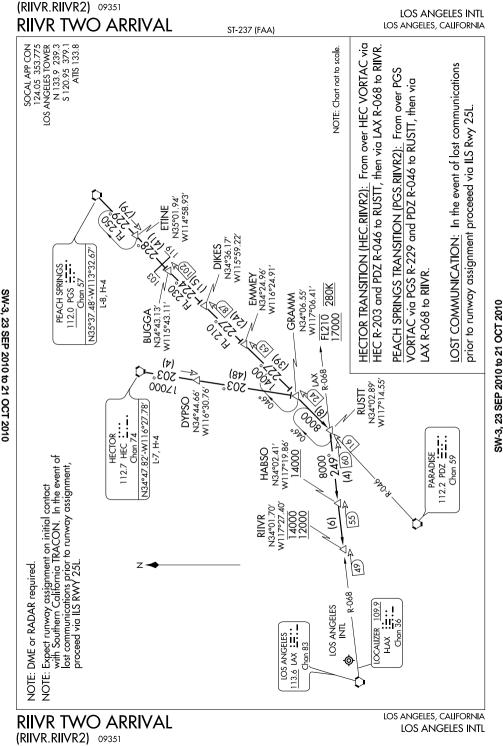
PEACH SPRINGS TRANSITION (PGS.REEDR3): From over PGS VORTAC via PGS R-229 and PDZ R-046 to RUSTT INT, then LAX R-068 to REEDR INT. Thence....

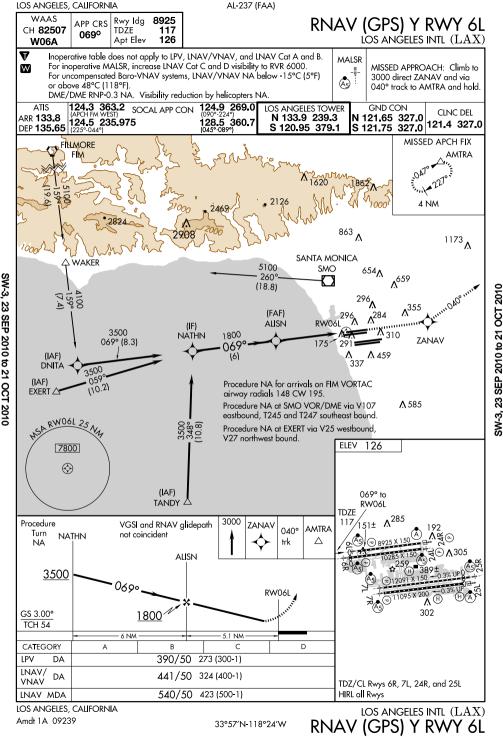
TWENTYNINE PALMS TRANSITION (TNP.REEDR3): From over TNP VORTAC

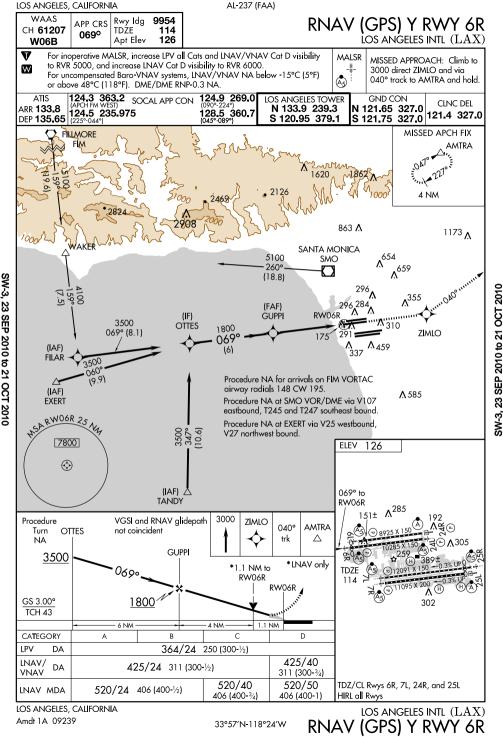
TWENTYNINE PALMS TRANSITION (TNP.REEDR3): From over TNP VORTAC via TNP R-254 to PIONE INT, then LAX R-068 to REEDR INT. Thence....
....From over REEDR INT via heading 220° for radar vector to final approach course for Runways 6 or 7.

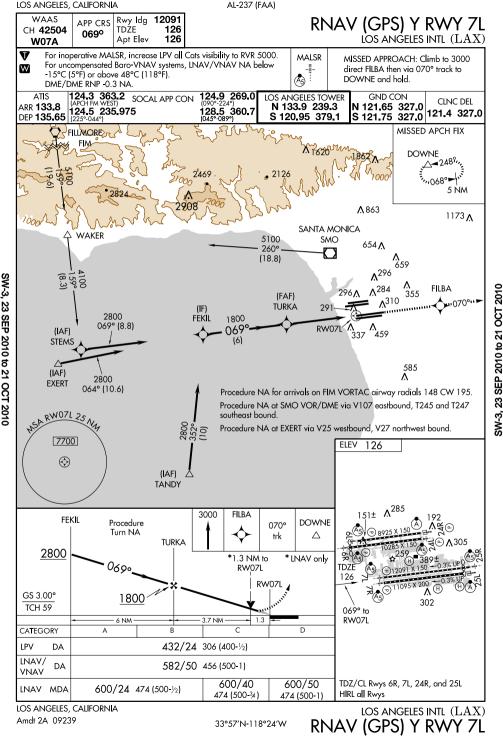
LOST COMMUNICATIONS: Depart REEDR INT heading 220° to intercept the SLI R-251 to TANDY INT/SLI 30 DME.

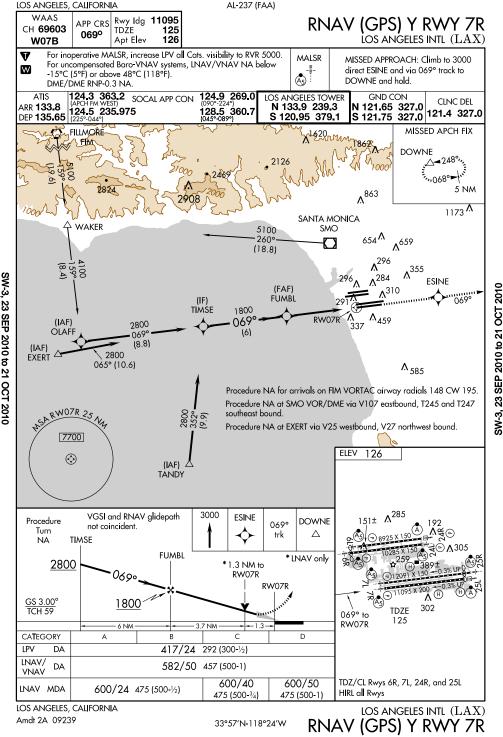
REEDR THREE ARRIVAL

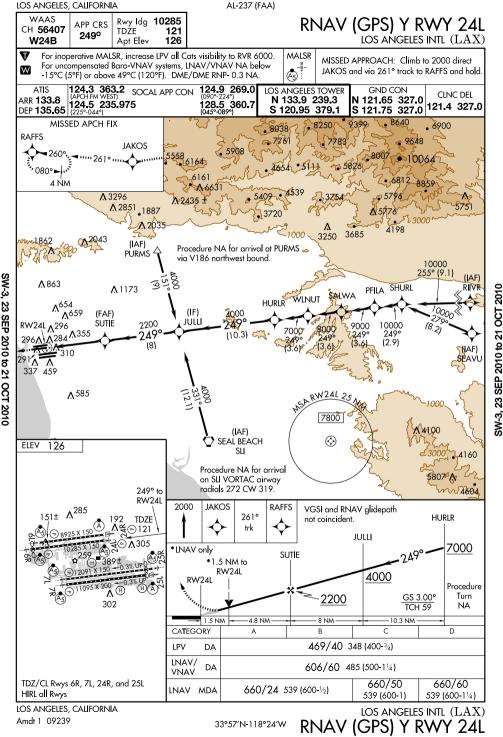


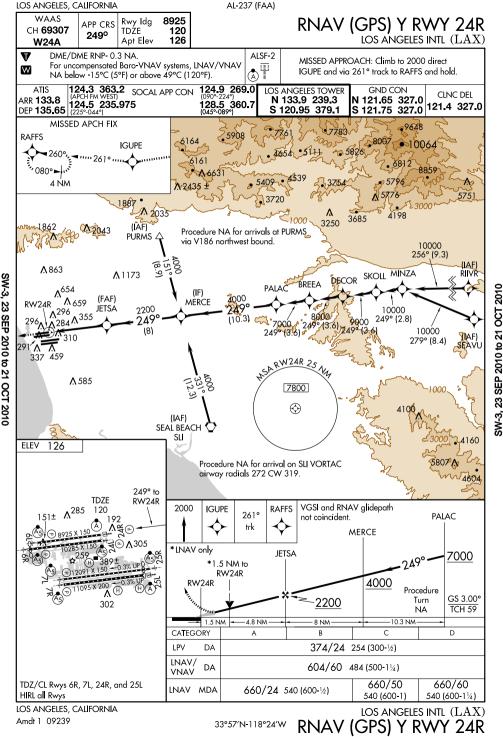


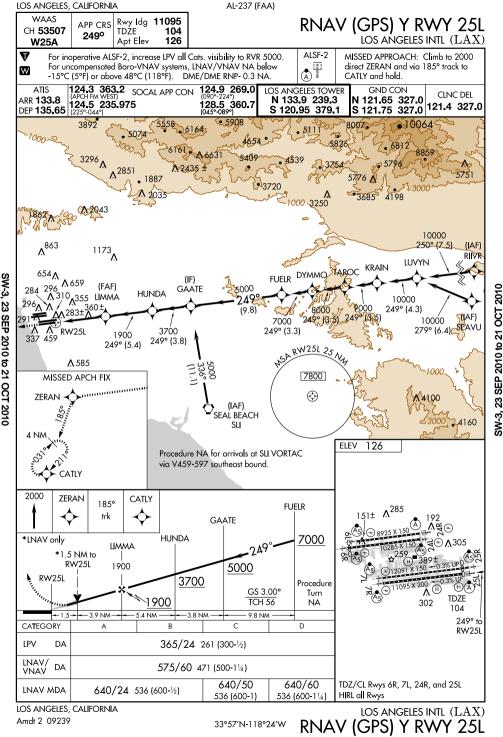


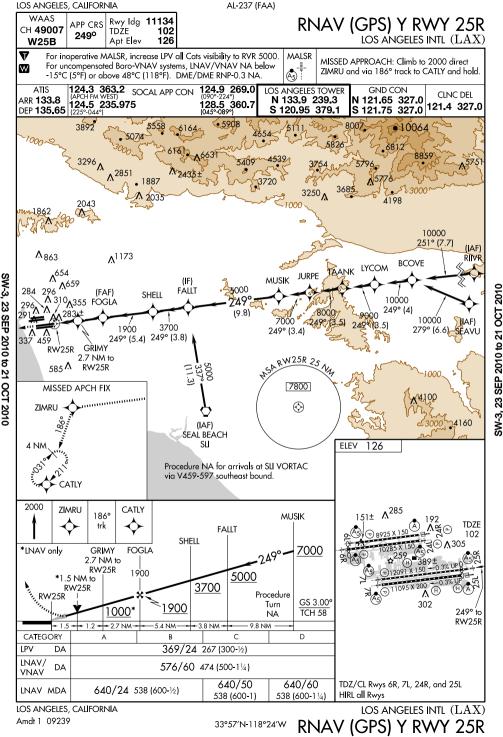


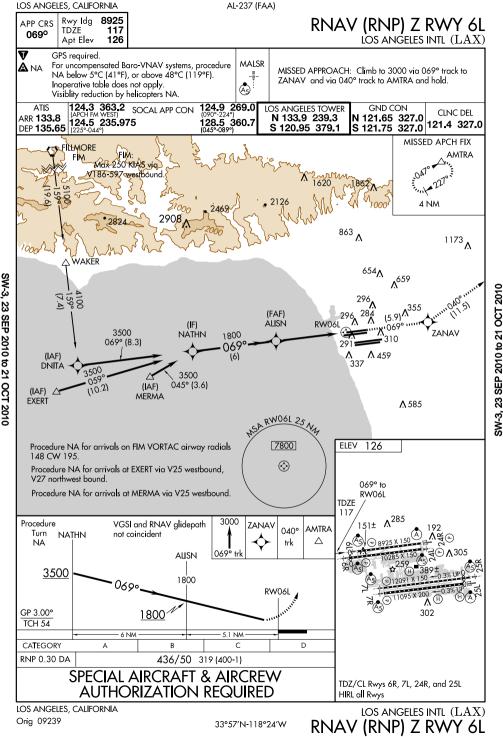


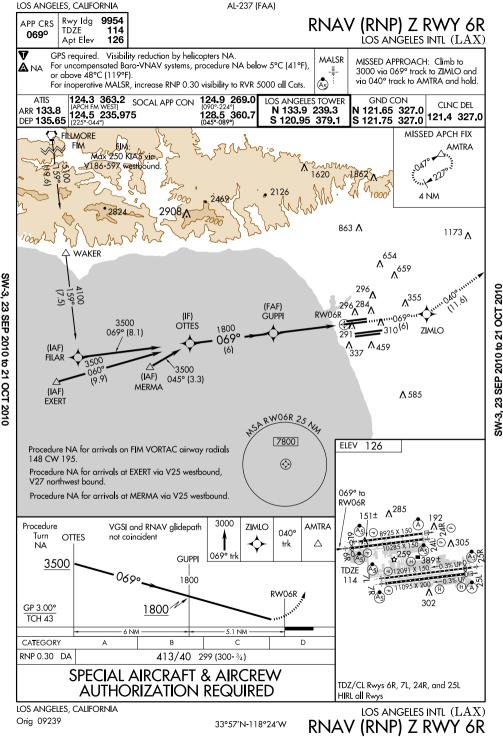


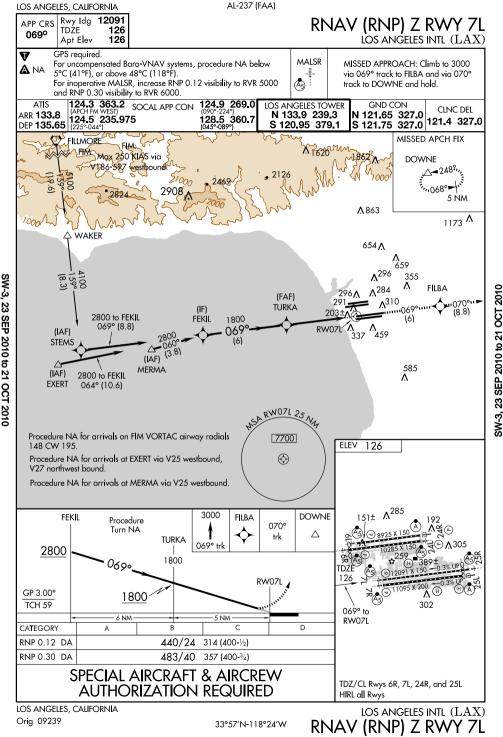


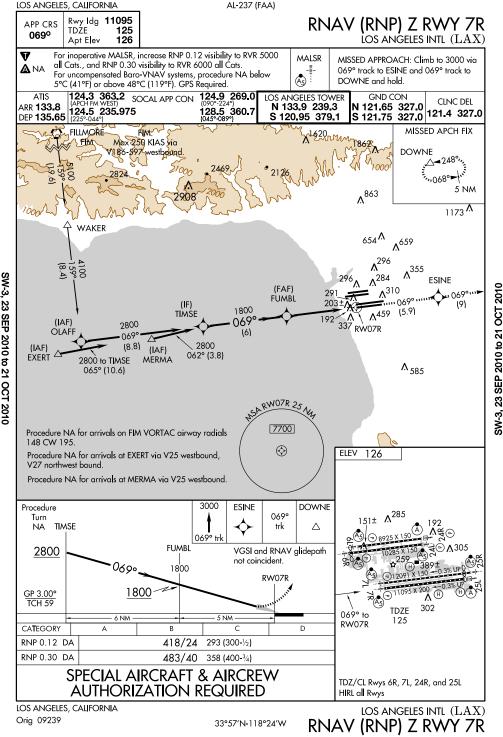


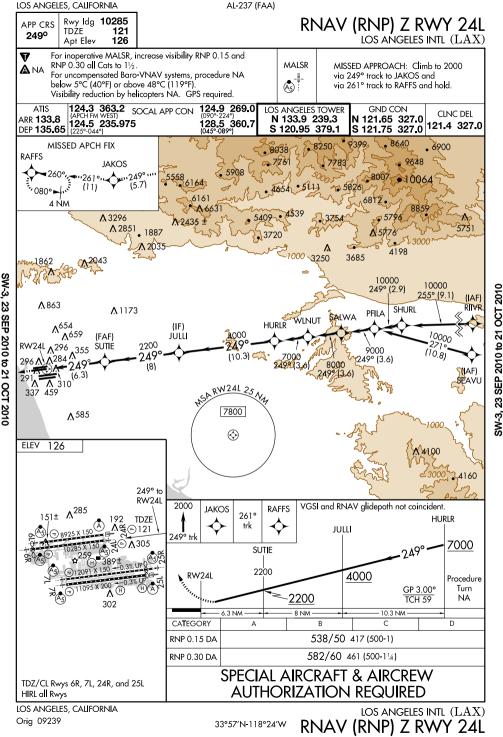


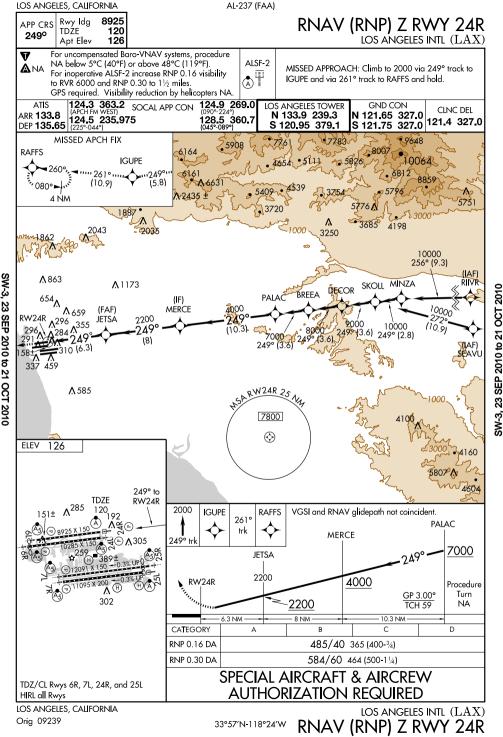


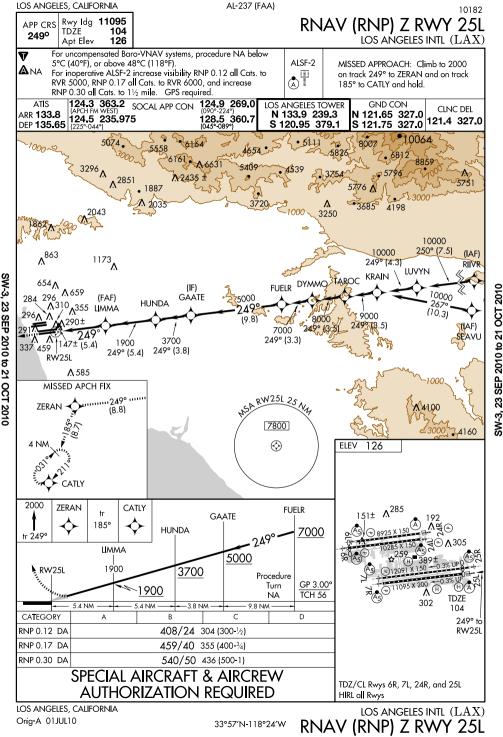


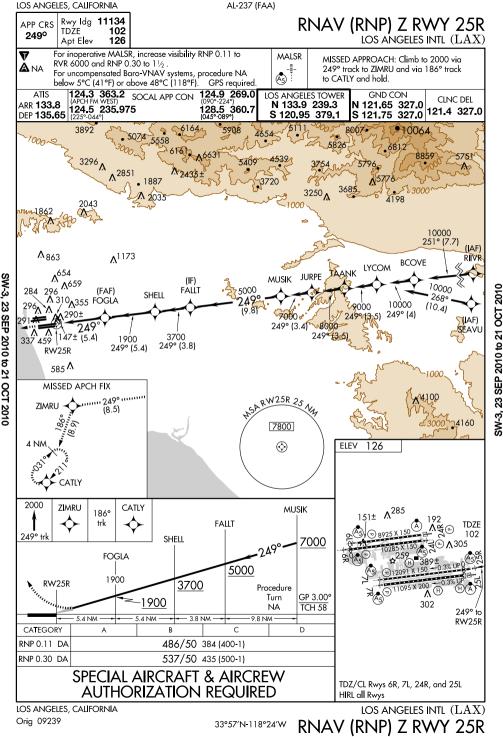


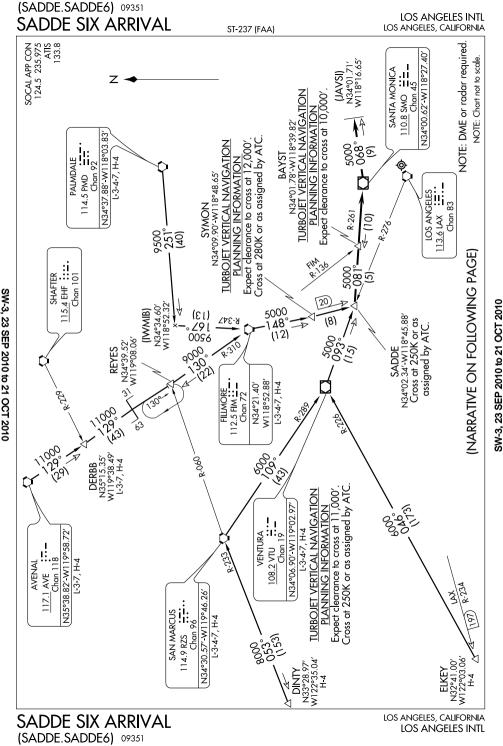












#### ARRIVAL DESCRIPTION

AVENAL TRANSITION (AVE.SADDE6): From over AVE VORTAC via AVE R-129 and FIM R-310 to FIM VORTAC, then via FIM R-148 to SADDE INT. Thence.... DERBB TRANSITION (DERBB.SADDE6): From over DERBB INT via AVE R-129 and FIM R-310 to FIM VORTAC, then via FIM R-148 to SADDE INT. Thence.... DINTY TRANSITION (DINTY.SADDE6): From over DINTY INT via RZS R-233 to RZS VORTAC; then via RZS R-109 and VTU R-289 to VTU VOR/DME, and then via VTU R-093 to SADDE INT. Thence....

ELKEY TRANSITION (ELKEY.SADDE6): From over ELKEY INT via VTU R-226 to

VTU VOR/DME then via VTU R-093 to SADDE INT. Thence.... FILLMORE TRANSITION (FIM.SADDE6): From over FIM VORTAC via FIM R-148

to SADDE INT. Thence.... PALMDALE TRANSITION (PMD.SADDE6): From over PMD VORTAC via PMD R-251 and FIM R-347 to FIM VORTAC, then via FIM R-148 to SADDE INT. Thence.... SAN MARCUS TRANSITION (RZS.SADDE6): From over RZS VORTAC via RZS R-109 and VTU R-289 to VTU VOR/DME then via VTU R-093 to SADDE INT.

VENTURA TRANSITION (VTU.SADDE6): From over VTU VOR/DME via VTU R-093

to SADDE INT. Thence.... ....From over SADDE INT via SMO R-261 to SMO VOR/DME, then via SMO R-068 to SMO 9 DME for Runways 24 and 25. From SMO 9 DME expect vector to final approach course for Los Angeles Intl Airport.

MISSION BAY TRANSITION (SNGO5.MZB): From over CARDI INT via MZB R-320 to

# SAN DIEGO FIVE DEPARTURE

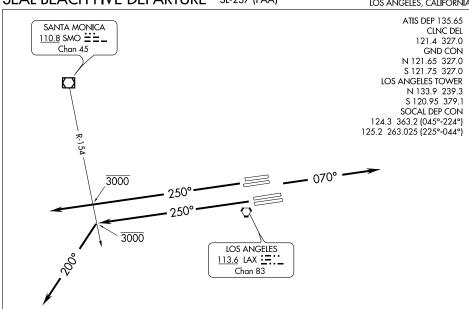
or above climb to filed altitude ten minutes after departure.

SW-3, 23 SEP 2010 to 21 OCT 2010

MZB VORTAC

(SLI5.SLI) 09239
SEAL BEACH FIVE DEPARTURE SL-237 (FAA)

LOS ANGELES INTL (LAX)LOS ANGELES, CALIFORNIA



TAKE-OFF MINIMUMS
Rwys 6L, 7L/R, 24L/R, 25L/R: Standard.
Rwy 6R: 300-1½ or standard with minimum climb of 231' per

NM to 400.

non-turbojet aircraft. Turbojet aircraft use LAXX DEPARTURE.

NOTE: Rwys 25L/R, ATC minimum climb gradient of 410' per NM to 600' MSL required.

NOTE: Rwy 6R, building 5551' from departure end of runway, 1790' right of centerline, 306' MSL.

NOTE: TAKE-OFF Rwys 24L/R, 25L/R: This departure is for

NOTE: Rwy 6L, building 1780' from departure end of runway, 922' left of centerline, 201' MSL.

NOTE: Chart not to scale.

SEAL BEACH

115.7 SLI :∺··

Chan 104 N33°47.00′-W118°03.29

L-3-4, H-4

SW-3, 23 SEP 2010 to 21 OCT 2010

V

SW-3, 23 SEP 2010 to 21 OCT 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vector to SLI VORTAC. Thence ....

TAKE-OFF RUNWAYS 24L/R: Climb via heading 250° to cross SMO R-154 at or below 3000' then via radar vectors to SU VORTAC. Thence ....

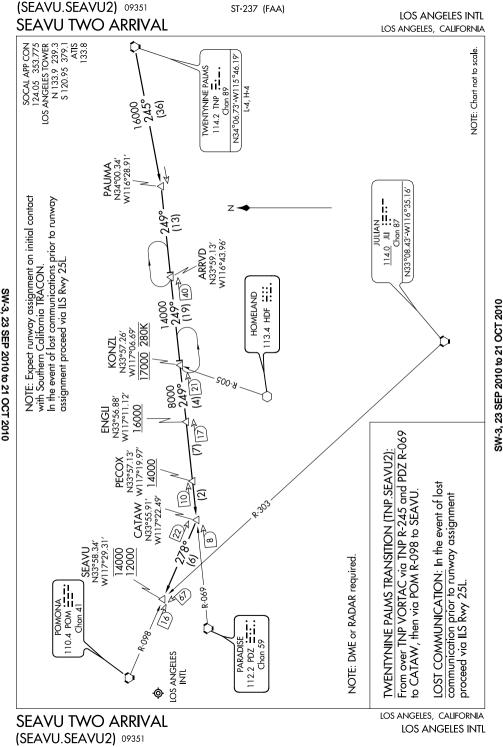
TAKE-OFF RUNWAYS 25L/R: Climb via heading 250° to cross SMO R-154

at or below 3000' then turn left heading 200° for vector to SLI VORTAC. Thence .... via (assigned route). All aircraft expect further clearance to filed flight level

.... via (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

## SEAL BEACH FIVE DEPARTURE



LOS ANGELES TOWER

N 133.9 239.3 S 120.95 379.1

SOCAL DEP CON

DAGGETT

Chan 79

N34°57.75′-W116°34.69′

L-7, H-4

113.2 DAG .....

9500

Ŷ

SEAL BEACH

115.7 SLI :∺·· Chan 104

ATIS DEP 135.65 CLNC DEL NOTE: This departure to be used only if 121.4 327.0 unable to use the LOOP DEPARTURE. GND CON NOTE: DME and RADAR required. N 121.65 327.0 S 121.75 327.0

NOTE: Rwy 25L/R, ATC minimum climb

of 410 feet per NM to 600 required.

TAKE-OFF MINIMUMS

Rwys 6L/R, 7L/R: NA-operational.

124.3 363.2 (045°-224°) 125.2 263.025 (225°-044°) Rwys 24L/R, 25L/R: Standard. **SEBBY** SANTA MONICA

N34°05.38′ 110.8 SMO <u>==</u> \_ W117°46.62' Chan 45 16000 (ATC)

> LOS ANGELES 113.6 LAX :=::

Chan 83 3000 (ATC) 250° 302

415

3000 (ATC) N33°47.00′-W118°03.29′ 10000 (ATC)

4900 TAKE-OFF OBSTACLE NOTES Rwy 24L: Bush 956' from DER, 600' left of centerline, 40' AGL/148' MSL. Light poles beginning 273' from DER, 425' left of centerline, up to 10'AGL/120' MSL.

Antenna on pole 1357' from DER 286' right of centerline, 36' AGL/144' MSL. Light poles and bushes beginning 239' from DER, 321' right of centerline, up to 8' AGL/116' MSL.

Rwy 24R: OL on GS 212' from DER, 399' left of centerline, 39' AGL/151' MSL. Rwy 25L: Tree and pole beginning 2366' from DER, 764' left of centerline, up to 80' AGL/197' MSL.

Transmission towers beginning 2800' from DER, 926' left of centerline, up to 71' AGL/192' MSL. Bush 133' from DER, 397' left of centerline, 4' AGL/123' MSL.

NOTE: Chart not to scale.

SW-3, 23 SEP 2010 to 21 OCT 2010

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 24L/R: Climb on heading 250°, to cross SMO VOR/DME R-160 at or below 3000 (ATC)/302, Thence....

TAKE-OFF RUNWAYS 25L/R: Climb on heading 250°, to cross SMO VOR/DME R-160 at or below 3000 (ATC)/415, then turn left heading 220°, Thence....

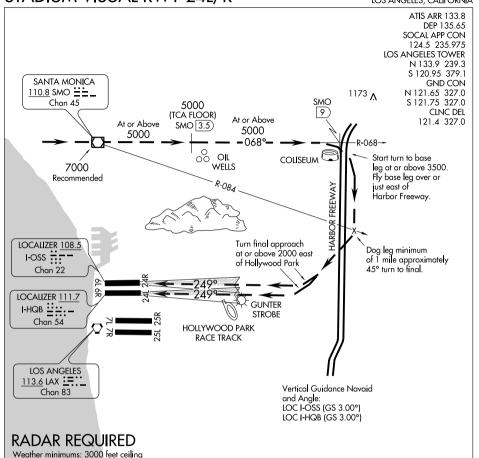
....Expect radar vectors to cross SLI VORTAC at or above 10000 (ATC)/4900, then on SLI R-022 to cross SEBBY/23 DME fix at or above 16000 (ATC)/9500, then on DAG R-214 to DAG VORTAC. All aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control by 15 DME west of LAX VORTAC, turn left direct SLI VORTAC and proceed on assigned route, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

(SHIVE.SHIVE1) 09239 LOS ANGELES INTL SHIVE ONE ARRIVAL LOS ANGELES, CALIFORNIA ST-237 (FAA) SOCAL APP CON ¢ SEAL BEACH 124.5 235.975 (225°-044°) <u>115.7</u> SU **∷∵**⋯ Chan 104 133.8 N33°47.00′-W118°03.29′ TOZEK MADOW 9 N33°42.21' N33°37.42′-W117°59.78′ W118°01.53' TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at 7000'. **BAYER** N33°27.83′-W117°56.30′ TURBOJET VERTICAL **NAVIGATION** PLANNING INFORMATION Expect to cross at 10,000'. SW-3, 23 SEP 2010 to 21 OCT 2010 **CWARD** N33°23.04' SHIVE W117°54.56' N33°15.97' **OCEANSIDE** W117°52.00′ 115.3 OCN =:--Chan 100 R-259 R-091 30 8000 SANTA CATALINA 111.4 SXC **∷:**--**HARBR** 328, (A) Chan 51 N33°14.28' (19 W117°51.38′ R-256 **LNSAY** N33°08.77 **PEBLE** JULIAN W117°29.13' N33°10.92' 114.0 JLI W117°50.17' Chan 87 NOTE: RADAR required. NOTE: DME required. NOTE: Chart not to scale. PEBLE TRANSITION (PEBLE.SHIVE1): From over PEBLE INT via SLI R-148 to SHIVE INT. Thence... LNSAY TRANSITION (LNSAY.SHIVE1): From over LNSAY INT via SXC R-091 and SLI R-148 to SHIVE INT. Thence.... MISSION BAY 117.8 MZB **ΞΞ:**⋅ .... From SHIVE INT via SLI R-148 to SLI VORTAC. Expect radar Chan 125 vectors to final approach course for Runways 24 or 25. LOS ANGELES, CALIFORNIA SHIVE ONE ARRIVAL LOS ANGELES INTL (SHIVE.SHIVE1) 09239

LOS ANGELES INTL (LAX) LOS ANGELES, CALIFORNIA





## STADIUM VISUAL APPROACH

CHART NOT TO SCALE

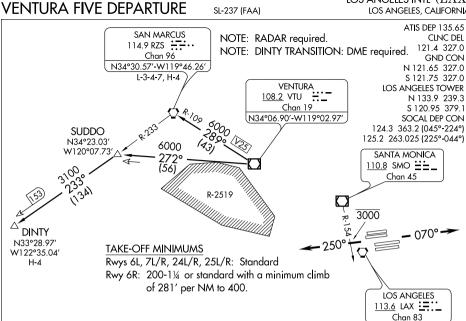
When visual approaches to Runways 24L/R are in progress, clearances to aircraft from the north and northwest will be given utilizing the following phraseology:

"(IDENT) CLEARED FOR STADIUM VISUAL RUNWAY 24 LEFT/RIGHT APPROACH."

A descent profile of approximately 3° starting at 7000 over SMO VOR/DME may be made with reference to the minimum altitudes above.

SW-3, 23 SEP 2010 to 21 OCT 2010

and 3 miles visibility.



## TAKE-OFF OBSTACLE NOTES

Rwy 6L: Multitple signs and building beginning 1693' from DER, 340' left of centerline, up to 91' AGL/201' MSL.

Rwy 6R: OL on sign 1867' from DER, 941' left of centerline, 52' AGL/161' MSL.

Multiple towers and windsock beginning 4930' from DER, 1734' right of centerline, up to 207' AGL/306' MSL. Rwy 7L: Multiple blast fences, signs, and antennas beginning 168' from DER, on centerline to 1858' from DER,

576' left of centerline, up to 58' AGL/147' MSL

Railroad 275' from DER, up to 23' AGL/117' MSL.

Rwy 24L: Bush 962' from DER, 601' left of centerline, 29' AGL/148' MSL.

Antenna on pole 1357' from DER, 287' right of centerline, 25' AGL/144' MSL.

Rwy 24R: OL on glideslope 213' from DER, 400' left of centerline, 34' AGL/151' MSL.

Rwy 25L: Pole 2366' from DER, 820' left of centerline, 55' AGL/184' MSL.

NOTE: Chart not scale.

## 7

SW-3, 23 SEP 2010 to 21 OCT 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vectors to VTU VOR/DME. Thence. . . .

TAKE-OFF RUNWAYS 24L/R, 25L/R: Climb via heading 250° for vectors to VTU VOR/DME, cross SMO R-154 at or below 3000. Thence. . . .

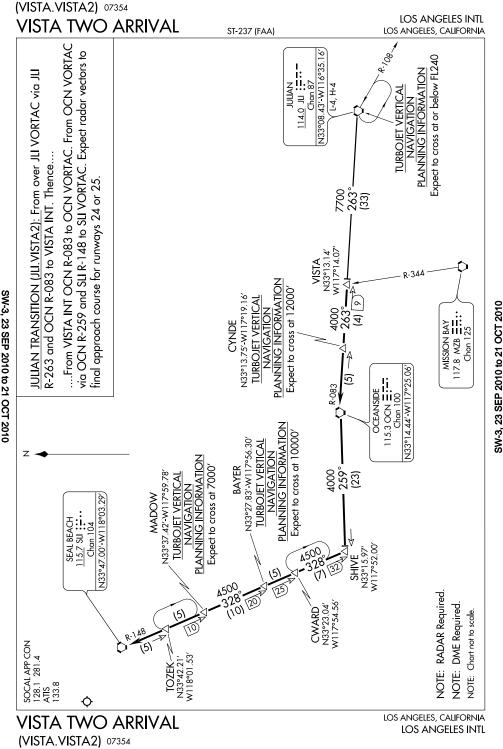
. . . . via (assigned transition) or (assigned route). Expect further clearance to filed flight level three minutes after departure.

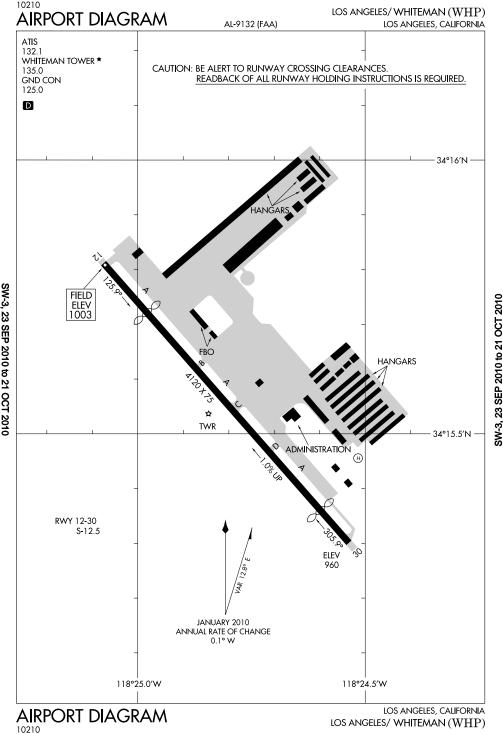
LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude, whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

DINTY TRANSITION (VTU5.DINTY): From over VTU VOR/DME via VTU R-272 and RZS R-233 to DINTY INT

SAN MARCUS TRANSITION (VTU5.RZS): From over VTU VOR/DME via VTU R-289 and RZS R-109 to RZS VORTAC.

VENTURA FIVE DEPARTURE





LOS ANGELES

L-3E, 4G, 7B, A

COPTER

IAP. AD

277°-300° byd 10 NM blo 8,000′

277°-300° byd 28 NM blo 12,000′

GS unusable byd 5° right of localizer course.

GS unusable 5° left and 4° right of course. DME

## **CALIFORNIA**

Class IIIE.

Class IE.

Class IIIE.

## CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE LAX.

(H) VORTACW 113.6 LAX Chan 83 N33°55.99' W118°25.92' 051° 1.4 NM to fld. 182/15E.

Chan 22

Chan 54

Chan 36

ILS/DME 109.9 I-MKZ Chan 36

HELIPAD H3: H63X63 (CONC)

VOR portion unusable:

ILS/DME 108.5

ILS/DME 111.7

ILS/DME 109.9

175°-205° byd 10 NM blo 3,000'.

270°-277° byd 25 NM blo 8,000'

I-OSS

I–HQB

I-LAX

ILS/DME 111.1 I-CFN Chan 48 Rwy 25R. Class IE. ILS/DME 108.5 I-UWU Chan 22 Rwy 06L. Class IE.

unusable byd 15° right of course. Coupled apch not avbl below 264'.

LIRL

Rwy 24R.

Rwy 24L.

Rwv 25L.

ILS/DME 111.7 I-GPE Chan 54 Rwy 06R. Class IE. ILS/DME 111.1 I-IAS Chan 48 Rwy 07L. Class ID.

Rwy 07R. Class IT.

S-15

HELIPORT REMARKS: Helipad H3 ctc twr for tfc pattern. 1 E UTC-8(-7DT) N34°15.56′ W118°24.81′

WHITEMAN (WHP)

1003 B S4 FUEL 100LL, Jet A OX 1, 3 TPA-2003(1000) NOTAM FILE WHP

RWY 12-30: H4120X75 (ASPH) S-12.5 MIRL 1.0% up NW RWY 12: REIL, PAPI(P2R)—GA 3.8° TCH 40', Thid dsplcd 729', P-line.

RWY 30: REIL. PAPI(P2L)—GA 3.8° TCH 40'. Thid dsplcd 478'. P-line. Rgt tfc. RUNWAY DECLARED DISTANCE INFORMATION RWY 12: TORA-3442 TODA-4120 ASDA-3910 LDA-3181 RWY 30: TORA-3191 TODA-4120 ASDA-3940 LDA-3462

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.

Helicopter ops 2500' MSL (1500' AGL) and below. Arpt CLOSED to helicopter training/pattern opr 0400-1600Z‡. Dirt infield areas. Helicopters advised to use care to prevent blasting dirt and debris onto movement areas.

COMMUNICATIONS: CTAF 135.0 ATIS 132.1 (818)899-9820 UNICOM 122.95 R SOCAL APP/DEP CON 120.4 (VNY 280°-BUR 050°) 134.2 (VNY 160°-VNY 280°)

TOWER 135.0 (1600-0400Z‡). GND CON 125.0 AIRSPACE: CLASS D svc 1600-0400Z‡ other times Class G. RADIO AIDS TO NAVIGATION: NOTAM FILE VNY. VAN NUYS (L) VORW/DME 113.1 VNY Chan 78 N34°13.41'

W118°29.50' 046° 4.5 NM to fld. 812/15E. PACOIMA NDB (MHW) 370 PAI N34°15.58′ W118°24.81′ at fld. VFR only. NOTAM FILE HHR.

COMM/NAV/WEATHER REMARKS: Whiteman arpt altimeter setting not avbl.

LOS BANOS

LOS BANOS MUNI (LSN) 1 W UTC-8(-7DT) N37°03.83′ W120°52.19′

S8 FUEL 100LL, JET A TPA-921(800) NOTAM FILE RIU

MIRL Rwy 14-32 preset low intensity until 0800Z‡. To increase intensity and ACTIVATE MIRL Rwy 14-32, REIL

## RWY 14-32: H3801X75 (ASPH) S-23 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Tree. Rgt tfc. AIRPORT REMARKS: Unattended. For cash fuel after hours call 209-827-7070. 24 hour automated fuel avbl with major credit card. Avoid overflight of houses south of arpt. No departures over housing areas to east of arpt.

Rwy 14 and Rwy 32, and PAPI Rwy 14 and Rwy 32-CTAF. WEATHER DATA SOURCES: AWOS-3 118.675 (209) 827-7084

COMMUNICATIONS: CTAF/UNICOM 122.8

PANOCHE RCO 122.1R 112.6T (RANCHO MURIETA RADIO)

(R) NORCAL APP/DEP CON 120.95

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

PANOCHE (L) VORTAC 112.6 PXN Chan 73 N36°42.93′ W120°46.72′ 332° 21.3 NM to fld. 2060/16E.

TPA-1344(800) NOTAM FILE RIU

SAN LUIS RESERVOIR SPB (ØOØ) 12 W UTC-8(-7DT) N37°03.50' W121°07.56'

WATERWAY ALL WAY: 15840X13000 (WATER)

SEAPLANE REMARKS: Unattended. Waterway All Way width 13200'. Seaplane Idg area subject to gusty wind conditions. Spillway and water surface elevations change seasonally and may be as low as 340' MSL. COMMUNICATIONS: CTAF 122 9

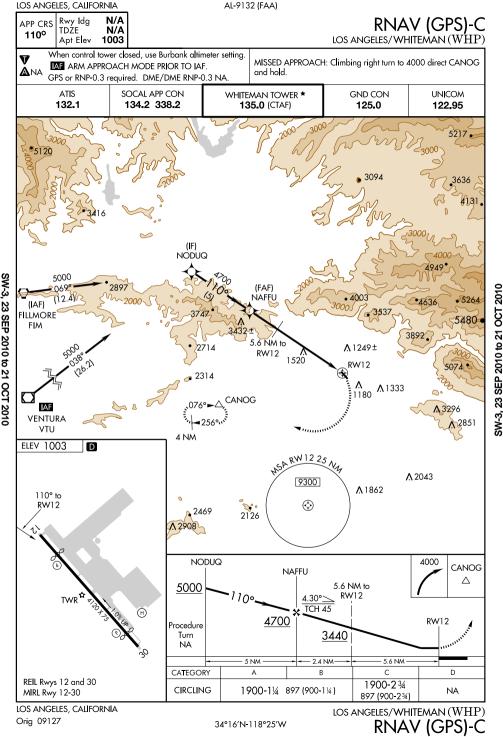
SAN FRANCISCO

SAN FRANCISCO

RWY 32: REIL. PAPI(P2L)-GA 3.0° TCH 38'. Tree.

L-3B

IAP



23 SEP 2010 to 21 OCT 2010

34°16′N-118°25′W

LOS ANGELES

L-3E, 4G, 7B, A

COPTER

IAP. AD

277°-300° byd 10 NM blo 8,000′

277°-300° byd 28 NM blo 12,000′

GS unusable byd 5° right of localizer course.

GS unusable 5° left and 4° right of course. DME

## **CALIFORNIA**

Class IIIE.

Class IE.

Class IIIE.

## CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE LAX.

(H) VORTACW 113.6 LAX Chan 83 N33°55.99' W118°25.92' 051° 1.4 NM to fld. 182/15E.

Chan 22

Chan 54

Chan 36

ILS/DME 109.9 I-MKZ Chan 36

HELIPAD H3: H63X63 (CONC)

VOR portion unusable:

ILS/DME 108.5

ILS/DME 111.7

ILS/DME 109.9

175°-205° byd 10 NM blo 3,000'.

270°-277° byd 25 NM blo 8,000'

I-OSS

I–HQB

I-LAX

ILS/DME 111.1 I-CFN Chan 48 Rwy 25R. Class IE. ILS/DME 108.5 I-UWU Chan 22 Rwy 06L. Class IE.

unusable byd 15° right of course. Coupled apch not avbl below 264'.

LIRL

Rwy 24R.

Rwy 24L.

Rwv 25L.

ILS/DME 111.7 I-GPE Chan 54 Rwy 06R. Class IE. ILS/DME 111.1 I-IAS Chan 48 Rwy 07L. Class ID.

Rwy 07R. Class IT.

S-15

HELIPORT REMARKS: Helipad H3 ctc twr for tfc pattern. 1 E UTC-8(-7DT) N34°15.56′ W118°24.81′

WHITEMAN (WHP)

1003 B S4 FUEL 100LL, Jet A OX 1, 3 TPA-2003(1000) NOTAM FILE WHP

RWY 12-30: H4120X75 (ASPH) S-12.5 MIRL 1.0% up NW RWY 12: REIL, PAPI(P2R)—GA 3.8° TCH 40', Thid dsplcd 729', P-line.

RWY 30: REIL. PAPI(P2L)—GA 3.8° TCH 40'. Thid dsplcd 478'. P-line. Rgt tfc. RUNWAY DECLARED DISTANCE INFORMATION RWY 12: TORA-3442 TODA-4120 ASDA-3910 LDA-3181 RWY 30: TORA-3191 TODA-4120 ASDA-3940 LDA-3462

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.

Helicopter ops 2500' MSL (1500' AGL) and below. Arpt CLOSED to helicopter training/pattern opr 0400-1600Z‡. Dirt infield areas. Helicopters advised to use care to prevent blasting dirt and debris onto movement areas.

COMMUNICATIONS: CTAF 135.0 ATIS 132.1 (818)899-9820 UNICOM 122.95 R SOCAL APP/DEP CON 120.4 (VNY 280°-BUR 050°) 134.2 (VNY 160°-VNY 280°)

TOWER 135.0 (1600-0400Z‡). GND CON 125.0 AIRSPACE: CLASS D svc 1600-0400Z‡ other times Class G. RADIO AIDS TO NAVIGATION: NOTAM FILE VNY. VAN NUYS (L) VORW/DME 113.1 VNY Chan 78 N34°13.41'

W118°29.50' 046° 4.5 NM to fld. 812/15E. PACOIMA NDB (MHW) 370 PAI N34°15.58′ W118°24.81′ at fld. VFR only. NOTAM FILE HHR.

COMM/NAV/WEATHER REMARKS: Whiteman arpt altimeter setting not avbl.

LOS BANOS

LOS BANOS MUNI (LSN) 1 W UTC-8(-7DT) N37°03.83′ W120°52.19′

S8 FUEL 100LL, JET A TPA-921(800) NOTAM FILE RIU

MIRL Rwy 14-32 preset low intensity until 0800Z‡. To increase intensity and ACTIVATE MIRL Rwy 14-32, REIL

## RWY 14-32: H3801X75 (ASPH) S-23 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Tree. Rgt tfc. AIRPORT REMARKS: Unattended. For cash fuel after hours call 209-827-7070. 24 hour automated fuel avbl with major credit card. Avoid overflight of houses south of arpt. No departures over housing areas to east of arpt.

Rwy 14 and Rwy 32, and PAPI Rwy 14 and Rwy 32-CTAF. WEATHER DATA SOURCES: AWOS-3 118.675 (209) 827-7084

COMMUNICATIONS: CTAF/UNICOM 122.8

PANOCHE RCO 122.1R 112.6T (RANCHO MURIETA RADIO)

(R) NORCAL APP/DEP CON 120.95

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

PANOCHE (L) VORTAC 112.6 PXN Chan 73 N36°42.93′ W120°46.72′ 332° 21.3 NM to fld. 2060/16E.

TPA-1344(800) NOTAM FILE RIU

SAN LUIS RESERVOIR SPB (ØOØ) 12 W UTC-8(-7DT) N37°03.50' W121°07.56'

WATERWAY ALL WAY: 15840X13000 (WATER)

SEAPLANE REMARKS: Unattended. Waterway All Way width 13200'. Seaplane Idg area subject to gusty wind conditions. Spillway and water surface elevations change seasonally and may be as low as 340' MSL. COMMUNICATIONS: CTAF 122 9

SAN FRANCISCO

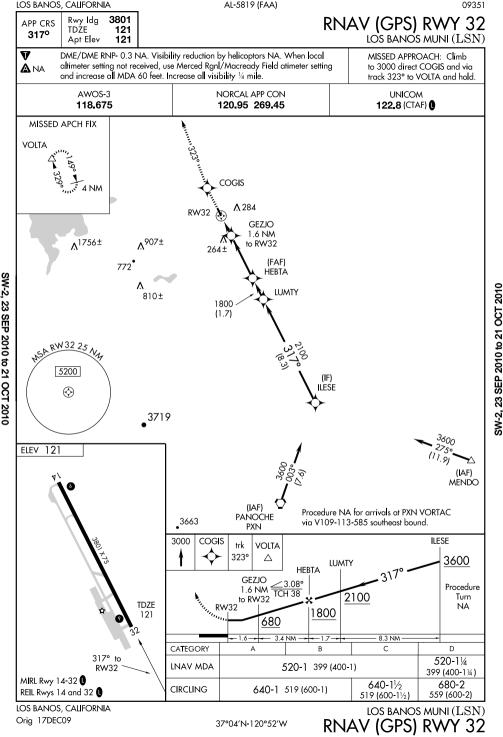
SAN FRANCISCO

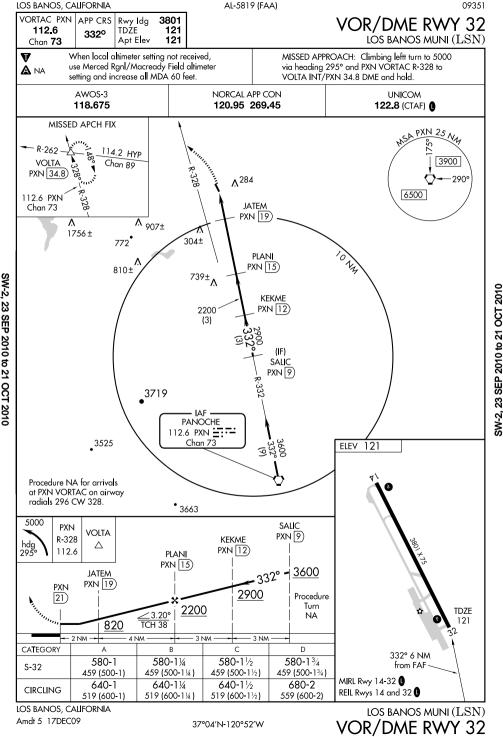
RWY 32: REIL. PAPI(P2L)-GA 3.0° TCH 38'. Tree.

L-3B

IAP

SW-2, 23 SEP 2010 to 21 OCT 2010





**CALIFORNIA** 126

1 NE

NOTAM FILE RIU

S-12

(L84)

## MAAGG N33°41.33′ W117°51.63′ NDR (IMM) 337 NA at John Wayne Airport/Orange Co. Unmonitored indef. Unusable 010°-090° byd 10NM blo 6000'.

**S4** 

RWY 12-30: H5545X150 (ASPH)

RWY 07-25: H3702X150 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) FRESNO APP/DEP CON 119.45

RADIO AIDS TO NAVIGATION: NOTAM FILE FAT. CLOVIS (H) VORTAC 112.9

RWY 07: Rgt tfc.

wind tee-CTAF.

LOST HILLS-KERN CO

LOST ISLE SPB

MADERA MIINI

274 TPA—1274(1000)

RWY 33: Poles. Rgt tfc.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. AVENAL (H) VORTACW 117.1

(MAE)

RWY 15-33: H3020X60 (ASPH)

(See STOCKTON)

WEATHER DATA SOURCES: ASOS 134.725 (559) 674-1781.

CZO

W119°48.91' 279° 15.6 NM to fld. 360/15E.

Chan 76

AVE

NOTAM FILE SNA.

3 NW UTC-8(-7DT) N36°59.32' W120°06.75' S-30 MIRL RWY 12: PAPI(P2L)-GA 3.0° TCH 34'. Rgt tfc. RWY 30: MALSF. PAPI(P2L)-GA 3.0° TCH 34'.

AIRPORT REMARKS: Unattended. No agriculture flights except by PPR arpt manager 661-391-1800.

AIRPORT REMARKS: Attended Mon-Fri 1500-0030Z±. Fuel avbl 24 hours with automated credit card. Jet A single point pressure refueling avbl via truck. Parachute Jumping. Ultralight activity on and invof arpt. Rwv 07-25 restricted for agriculture use only. Rwv 12

N36°53.06'

(MMH) 6 E UTC-8(-7DT) N37°37.44′ W118°50.33′

S-85, D-115

200'X150' ovrn ASPH. Rwy 30 200'X150' ovrn ASPH. ACTIVATE MIRL Rwy 12-30 PAPI Rwy 12 and Rwy 30 and MALSF Rwy 30 and

UTC-8(-7DT) N35°37.49′ W119°41.17′

3

Chan 118 N35°38.82' W119°58.72' 079° 14.4 NM to fld. 710/16E.

SAN FRANCISCO FUEL 100LL, JET A OX 3, 4 TPA-1255(1000) NOTAM FILE MAE H-3B, L-3C IAP 3702 X 150

LOS ANGELES

LOS ANGELES

SAN FRANCISCO

H-3C, L-SA

L-3D. 7B

7135 R S8 FUEL 100LL, JET A OX 1 TPA-8007(872) Class I, ARFF Index B NOTAM FILE MMH RWY 09-27: H7000X100 (ASPH-GRVD) RWY 27: REIL, PAPI(P4L)-GA 3.0° TCH 45', Tree, Rgt tfc.

MAMMOTH YOSEMITE

MAMMOTH LAKES

AIRPORT REMARKS: Attended 1600-0300Z±, 100LL fuel avbl 24 hours. card lock system. Ngt flying not recommended without knowledge of local terrain. No snow removal during night time hrs. CLOSED to air carrier ops with more than 30 passenger seats except 24 hour PPR call arpt manager 760-934-3813. Ridge 3 miles from apch

southerly crosswinds in excess of 15 knots, expect turbulence and possible windshear along first 3000' of Rwy 27. Noise abatement: acft arriving from the south, or departing to the south remain east of highway 395. ACTIVATE MIRL Rwy 09-27 and REIL Rwy 27-CTAF. Ldg fee. WEATHER DATA SOURCES: AWOS-3 118.05 (760) 934-6020. COMMUNICATIONS: CTAF/UNICOM 122.8

IAP PCN 30 F/B/X/T MIRL 1.0% up W Ø €3

MAMMOTH RCO 122.15 (RIVERSIDE RADIO)

OAKLAND CENTER APP/DEP CON 125.75 AIRSPACE: CLASS E svc continuous. RADIO AIDS TO NAVIGATION: NOTAM FILE BIH.

end Rwy 09. Ridge at Rwy 27 is 304' above rwy and 1200' north

of centerline with hazard beacons. 33' pole located 400' west of apch end of Rwy 27 and 375' south of Rwy 27 centerline. Arpt located in mountainous terrain with occasional strong winds and turbulence. Lgtd windsock avbl at rwy ends and centerfield. With

RISHOP (T) VORW/DMF 109 6 RIH Chan 33 N37°22 62' W118°21 99' 288° 27 0 NM to fld 4117/15E

WAAS 5545 Rwy Ida RNAV (GPS) RWY 12 APP CRS CH 62909 253 TDŹE 119° MADERA MUNI (MAE) Apt Elev 255 W12A DME/DME RNP- 0.3 NA. Circling NA to Rwy 7/25. Baro-VNAV NA when using Fresno Yosemite Intl altimeter setting. A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below MISSED APPROACH: Climb to 2000 direct -15°C (5°F) or above 54°C (130°F). HATXI and via 087° track to CZQ VORTAC When local altimeter setting not received, use Fresno Yosemite Intl and hold. altimeter setting and increase all DA 64 feet and all visibilities 1/4 mile; increase all MDA 80 feet and all visibilities ¼ mile. VDP NA when using Fresno Yosemite Intl altimeter setting. ASOS FRESNO APP CON UNICOM 134.725 119.45 122.8 (CTAF) 0 ^ (IAF) UŶOKA 5900 69 ♡ (IF) IDAYI ∧ 730 ± (FAF) (IAF) FOSAB RÙGÚE **1** 490  $\Lambda$  600 16.81 255 ELEV CLOVIS **BLEAR** 119° to CZQ RW12 2000 IDAY HATXI CZQ 087° Procedure track Turn **FOSAB** NA 2000 \*LNAV only \*1.6 NM to **TDZE** 1900 RW12 253 GS 3.00° 1900 TCH 34 1.6 NM 3.4 NM -6 NM CATEGORY D IPV 503-1 250 (300-1) NA DA LNAV/ DA 569-1¼ 316 (400-1¼) NA VNAV 800-11/2 LNAV MDA 800-1 547 (600-1) NA 547 (600-11/2) 800-11/2 CIRCLING 800-1 545 (600-1) NA MIRL Rwy 12-30 ( 545 (600-11/2) MADERA, CALIFORNIA MADERA MUNI (MAE)

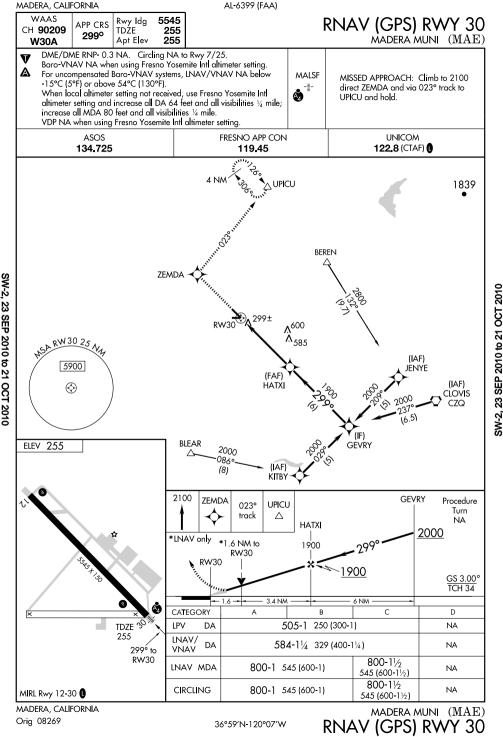
AL-6399 (FAA)

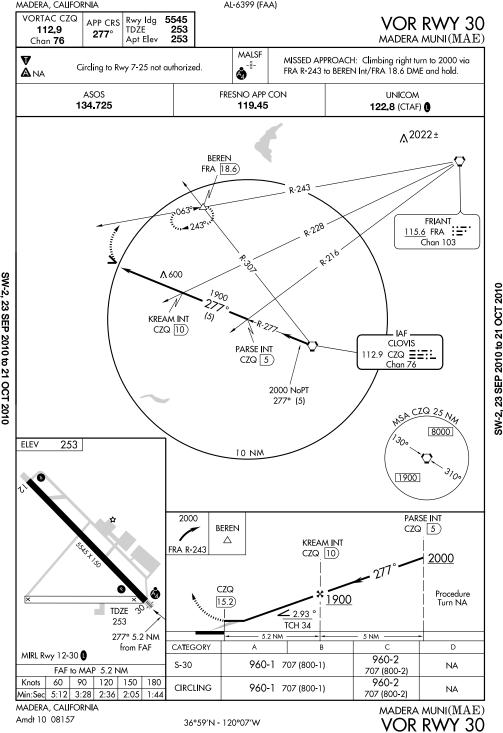
Orig 08269

23 SEP 2010 to 21 OCT 2010

MADERA, CALIFORNIA

36°59′N-120°07′W RNA\





**CALIFORNIA** 126

1 NE

NOTAM FILE RIU

S-12

(L84)

AVENAL (H) VORTACW 117.1 AVE LOST ISLE SPB (See STOCKTON)

**S4** 

RWY 12-30: H5545X150 (ASPH)

RWY 07-25: H3702X150 (ASPH)

NDR (IMM) 337 NA

RWY 07: Rgt tfc.

wind tee-CTAF.

CLOVIS (H) VORTAC 112.9

S8

MADERA MIINI

274 TPA—1274(1000)

RWY 33: Poles. Rgt tfc.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

(MAE)

RWY 15-33: H3020X60 (ASPH)

LOST HILLS-KERN CO

MAAGG N33°41.33′ W117°51.63′ NOTAM FILE SNA. at John Wayne Airport/Orange Co. Unmonitored indef. Unusable 010°-090° byd 10NM blo 6000'.

3 NW UTC-8(-7DT) N36°59.32' W120°06.75' FUEL 100LL, JET A OX 3, 4 TPA-1255(1000) NOTAM FILE MAE S-30

RWY 12: PAPI(P2L)-GA 3.0° TCH 34'. Rgt tfc. RWY 30: MALSF. PAPI(P2L)-GA 3.0° TCH 34'.

MIRL

AIRPORT REMARKS: Unattended. No agriculture flights except by PPR arpt manager 661-391-1800.

AIRPORT REMARKS: Attended Mon-Fri 1500-0030Z±. Fuel avbl 24 hours with automated credit card. Jet A single point pressure refueling avbl via truck. Parachute Jumping. Ultralight activity on and invof arpt. Rwv 07-25 restricted for agriculture use only. Rwv 12 200'X150' ovrn ASPH. Rwy 30 200'X150' ovrn ASPH. ACTIVATE

(MMH) 6 E UTC-8(-7DT) N37°37.44′ W118°50.33′

S-85, D-115

UTC-8(-7DT) N35°37.49′ W119°41.17′

Chan 118 N35°38.82' W119°58.72' 079° 14.4 NM to fld. 710/16E.

MIRL Rwy 12-30 PAPI Rwy 12 and Rwy 30 and MALSF Rwy 30 and WEATHER DATA SOURCES: ASOS 134.725 (559) 674-1781. COMMUNICATIONS: CTAF/UNICOM 122.8 (R) FRESNO APP/DEP CON 119.45 RADIO AIDS TO NAVIGATION: NOTAM FILE FAT. CZO Chan 76 N36°53.06' W119°48.91' 279° 15.6 NM to fld. 360/15E.

IAP 3 3702 X 150

LOS ANGELES

LOS ANGELES

SAN FRANCISCO

SAN FRANCISCO

H-3C, L-SA

IAP

H-3B, L-3C

L-3D. 7B

# 7135

MAMMOTH LAKES

R FUEL 100LL, JET A OX 1 TPA-8007(872) Class I, ARFF Index B NOTAM FILE MMH RWY 09-27: H7000X100 (ASPH-GRVD) RWY 27: REIL, PAPI(P4L)-GA 3.0° TCH 45', Tree, Rgt tfc.

MAMMOTH YOSEMITE

AIRPORT REMARKS: Attended 1600-0300Z±, 100LL fuel avbl 24 hours. card lock system. Ngt flying not recommended without knowledge

southerly crosswinds in excess of 15 knots, expect turbulence and possible windshear along first 3000' of Rwy 27. Noise abatement: acft arriving from the south, or departing to the south remain east of highway 395. ACTIVATE MIRL Rwy 09-27 and REIL Rwy 27-CTAF. Ldg fee.

of local terrain. No snow removal during night time hrs. CLOSED to air carrier ops with more than 30 passenger seats except 24 hour PPR call arpt manager 760-934-3813. Ridge 3 miles from apch end Rwy 09. Ridge at Rwy 27 is 304' above rwy and 1200' north of centerline with hazard beacons. 33' pole located 400' west of apch end of Rwy 27 and 375' south of Rwy 27 centerline. Arpt located in mountainous terrain with occasional strong winds and turbulence. Lgtd windsock avbl at rwy ends and centerfield. With

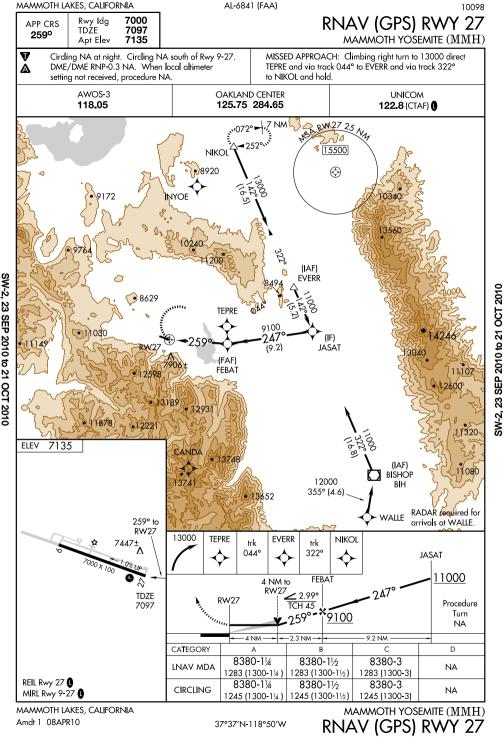
WEATHER DATA SOURCES: AWOS-3 118.05 (760) 934-6020.

PCN 30 F/B/X/T MIRL 1.0% up W Ø €3

COMMUNICATIONS: CTAF/UNICOM 122.8 MAMMOTH RCO 122.15 (RIVERSIDE RADIO) OAKLAND CENTER APP/DEP CON 125.75 AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE BIH.

RISHOP (T) VORW/DMF 109 6 RIH Chan 33 N37°22 62' W118°21 99' 288° 27 0 NM to fld 4117/15E



H-3B, L-2F, 3B

SAN FRANCISCO

L-3B

IAP

MANTECA N37°50.02′ W121°10.28′	NOTAM FILE SCK.
(H) VORTAC 116.0 ECA Chan 107	302° 4.8 NM to Stockton Metro. 48/17E.
VOR unusable:	
015°-025° bvd 5 NM	126°-180°

200°-224° 251°-254° 300°-310° bvd 9 NM 345°-360° byd 10 NM.

NOTAM FILE OAK Not insp.

(See RIVERSIDE) MARINA MUNI (OAR) 2 E UTC-8(-7DT) N36°40.89' W121°45.70' RWY 11-29: H3483X75 (ASPH)

HIWAS. MARIPOSA-YOSEMITE

> В S4

HIWAS.

ALPINE CO (M45)

MARKLEEVILLE

RWY 08-26: H3306X60 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 122.7 (R) DAKLAND CENTER APP/DEP CON 121.25 RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. FRIANT (L) VORTACW 115.6 FRA

RWY 17-35: H4443X50 (ASPH) RWY 17: Hill.

COMMUNICATIONS: CTAF 122.9

(T) VOR/DME 110.8 MYV

MARCH ARB

055°-065°

S6 FUEL A, 100LL TPA-1137(1000)

S-20, D-50 RWY 29: Rgt tfc. AIRPORT REMARKS: Attended 1600-0100Z‡. Fuel avbl 24 hours, by credit card lock system. Parachute Jumping. Wildlife invof Rwy 11-29. Ultralight and skydiving activity on and invof arot. Skydiving activity on SE side of arot.

032°-034° byd 10 NM

075°-090° bvd 5 NM

115°-125° byd 9 NM

RCO 122.0 (RIVERSIDE RADIO)

Rwy 29 calm wind rwy. Depart Rwy 29 execute 45° rgt turn to avoid overflight of noise sensitive residential area. ACTIVATE MIRL Rwy 11-29-CTAF.

(MPI)

FUEL 100LL

Limited parking weekends and holidays. WEATHER DATA SOURCES: AWOS-3 135.6 (209) 966-2912.

> 3 N TPA-6667(800) NOTAM FILE RNO

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO. MUSTANG (H) VORTACW 117.9

MARYSVILLE N39°05.92′ W121°34.38′

RWY 35: Rgt tfc.

FMG

Chan 45

RCO 122.6 122.1R 110.8T (RANCHO MURIETA RADIO)

RWY 08: PAPI(P2L)-GA 4.0° TCH 37'. Tree. Rgt tfc.

WEATHER DATA SOURCES: AWOS-3 134.025 (831) 384-2967. Plus precipitation and thunderstorm. COMMUNICATIONS: CTAF/UNICOM 122.7 (R) NORCAL APP/DEP CON 133.0 (360°-150°) SALINAS (H) VORTACW 117.3 SNS

Chan 120

UTC-8(-7DT) 4 W TPA-3254(1000) S-12

MIRL 0.9% up W

MIRL

of twy 45' from rwy edge, ACTIVATE MIRL Rwy 08-26-CTAF, PAPI Rwy 08 and PAPI Rwy 26 opr continuously,

Chan 103 N37°06.27' W119°35.73'

wet conditions. Call public works for additional information 530-694-2140 extension O. Large stones along edge of rwy off graded surface. Rwy 17-35 ltd by arpt opr to 4,800 lbs single wheel, 9,600 lbs dual wheel.

Chan 126 N39°31.88' W119°39.37'

UTC-8(-7DT) N38°44.09' W119°45.98'

NOTAM FILE MYV.

at Yuba Co. 62/16E.

N36°39.83′ W121°36.19′

NOTAM FILE RIU

N37°30.65' W120°02.37' RWY 26: PAPI(P2L)-GA 4.5° TCH 40'. Tree. AIRPORT REMARKS: Attended Apr-Nov 1600-0100Z‡, Dec-Mar 1700-0000Z‡. Rwy 08 terrain drops along both sides

261° 7.7 NM to fld. 101/17E.

SAN FRANCISCO L-3B. 9A IAP

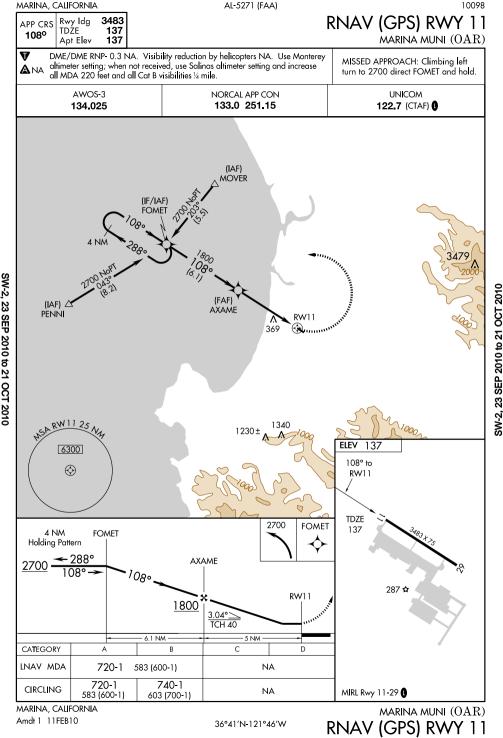
302° 32.3 NM to fld. 2380/17E.

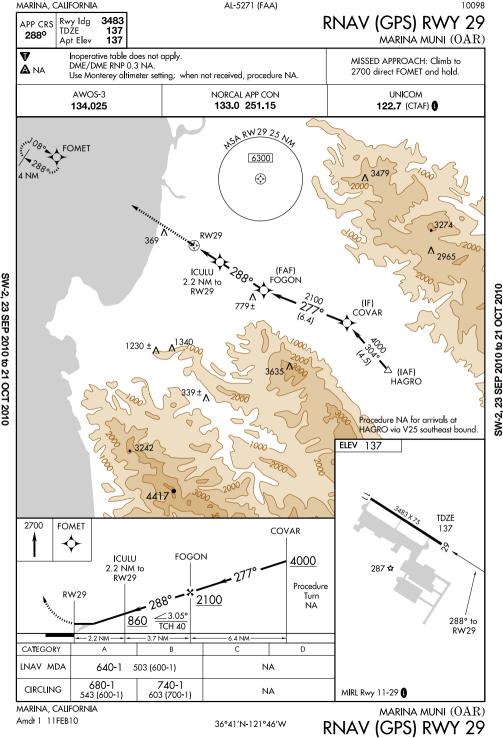
SAN FRANCISCO L-9A AIRPORT REMARKS: Unattended. No snow removal, arpt CLOSED when snow on rwy. Soil conditions off rwy is poor in

SAN FRANCISCO

L-2G. 3A

170° 48.0 NM to fld. 5949/16E.





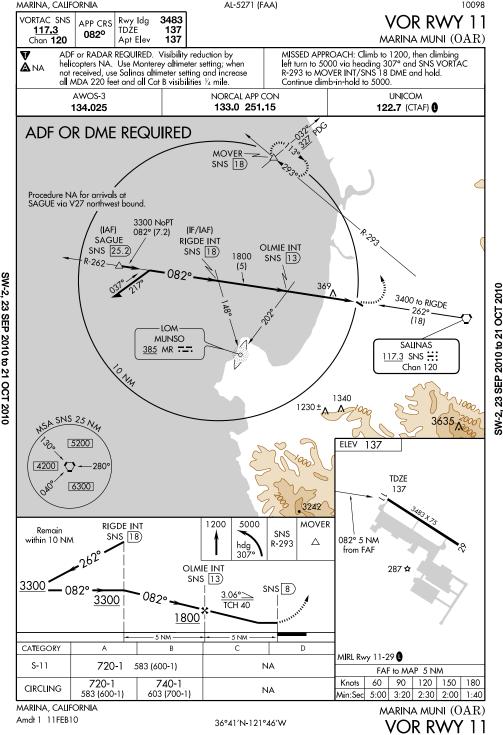
VOR/DME RWY 29 VORTAC SNS 3483 Rwy Idg APP CRS 117.3 TDŹE 137 260° MARINA MUNI (OAR) Apt Elev 137 Chan 120 MISSED APPROACH: Climbing right turn to 3000 via heading 332° and SNS R-293 to MOVER INT/SNS 18 DME and hold. When authorized V Inoperative table does not apply. Use Monterey altimeter **A**NA setting; when not received, use Salinas altimeter setting and increase all MDA 220 feet and all Cat B visibilities 1/4 mile. by ATC, climb-in-hold to 5000. AWOS-3 NORCAL APP CON **UNICOM** 133.0 251.15 134.025 122.7 (CTAF) ( 032° 327 PDG 5200 4200 -280° MOVER SNS [18) 6300 3479 SALINAS 1<u>17.3</u> SNS **∷** Chan 120 3274 SW-2, 23 SEP 2010 to 21 OCT 2010 **'∧** 369 2965 260° **^.** 359± PERBE 2900 SNS 3.9 3800 (5.8) **EBULE** SNS 5.2 (IF/IAF) CANRI SNS III 2867 4500 NoPT (IAF) -2000 ELEV P.10> 137 ZURET SNS 16) Procedure NA for arrivals at 1000 260° 7.5 NM ZURET via V137 eastbound. from FAF 3000 MOVER TDZE CANRI 137 SNS [11) Δ hdg SNS **EBULE** 332 R-293 SNS 5.2) **VORTAC** PERBE .287 287 🏚 SNS 3.9) SNS 7.5 3800 -260°-\* <u>~</u> 3.46° One Minute 2900 TCH 40 Holding Pattern 1500 3.6 NM -3.9 NM 5.2 NM 5.8 NM CATEGORY С D S-29 660-1 523 (600-1) NA 680-1 740-1 MIRL Rwy 11-29 1 CIRCLING NA 543 (600-1) 603 (700-1) MARINA, CALIFORNIA MARINA MUNI (OAR) Amdt 1 11FEB10 36°41′N-121°46′W VOR/DME RWY 29

AL-5271 (FAA)

10098

SW-2, 23 SEP 2010 to 21 OCT 2010

MARINA, CALIFORNIA



H-3B, L-2F, 3B

SAN FRANCISCO

L-3B

IAP

MANTECA N37°50.02′ W121°10.28′	NOTAM FILE SCK.
(H) VORTAC 116.0 ECA Chan 107	302° 4.8 NM to Stockton Metro. 48/17E.
VOR unusable:	
015°-025° bvd 5 NM	126°-180°

200°-224° 251°-254° 300°-310° bvd 9 NM 345°-360° byd 10 NM.

NOTAM FILE OAK Not insp.

(See RIVERSIDE) MARINA MUNI (OAR) 2 E UTC-8(-7DT) N36°40.89' W121°45.70' RWY 11-29: H3483X75 (ASPH)

HIWAS. MARIPOSA-YOSEMITE

> В S4

HIWAS.

ALPINE CO (M45)

MARKLEEVILLE

RWY 08-26: H3306X60 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 122.7 (R) DAKLAND CENTER APP/DEP CON 121.25 RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. FRIANT (L) VORTACW 115.6 FRA

RWY 17-35: H4443X50 (ASPH) RWY 17: Hill.

COMMUNICATIONS: CTAF 122.9

(T) VOR/DME 110.8 MYV

MARCH ARB

055°-065°

S6 FUEL A, 100LL TPA-1137(1000)

S-20, D-50 RWY 29: Rgt tfc. AIRPORT REMARKS: Attended 1600-0100Z‡. Fuel avbl 24 hours, by credit card lock system. Parachute Jumping. Wildlife invof Rwy 11-29. Ultralight and skydiving activity on and invof arot. Skydiving activity on SE side of arot.

032°-034° byd 10 NM

075°-090° bvd 5 NM

115°-125° byd 9 NM

RCO 122.0 (RIVERSIDE RADIO)

Rwy 29 calm wind rwy. Depart Rwy 29 execute 45° rgt turn to avoid overflight of noise sensitive residential area. ACTIVATE MIRL Rwy 11-29-CTAF.

(MPI)

FUEL 100LL

Limited parking weekends and holidays. WEATHER DATA SOURCES: AWOS-3 135.6 (209) 966-2912.

> 3 N TPA-6667(800) NOTAM FILE RNO

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO. MUSTANG (H) VORTACW 117.9

MARYSVILLE N39°05.92′ W121°34.38′

RWY 35: Rgt tfc.

FMG

Chan 45

RCO 122.6 122.1R 110.8T (RANCHO MURIETA RADIO)

RWY 08: PAPI(P2L)-GA 4.0° TCH 37'. Tree. Rgt tfc.

WEATHER DATA SOURCES: AWOS-3 134.025 (831) 384-2967. Plus precipitation and thunderstorm. COMMUNICATIONS: CTAF/UNICOM 122.7 (R) NORCAL APP/DEP CON 133.0 (360°-150°) SALINAS (H) VORTACW 117.3 SNS

Chan 120

UTC-8(-7DT) 4 W TPA-3254(1000) S-12

MIRL 0.9% up W

MIRL

of twy 45' from rwy edge, ACTIVATE MIRL Rwy 08-26-CTAF, PAPI Rwy 08 and PAPI Rwy 26 opr continuously,

Chan 103 N37°06.27' W119°35.73'

wet conditions. Call public works for additional information 530-694-2140 extension O. Large stones along edge of rwy off graded surface. Rwy 17-35 ltd by arpt opr to 4,800 lbs single wheel, 9,600 lbs dual wheel.

Chan 126 N39°31.88' W119°39.37'

UTC-8(-7DT) N38°44.09' W119°45.98'

NOTAM FILE MYV.

at Yuba Co. 62/16E.

N36°39.83′ W121°36.19′

NOTAM FILE RIU

N37°30.65' W120°02.37' RWY 26: PAPI(P2L)-GA 4.5° TCH 40'. Tree. AIRPORT REMARKS: Attended Apr-Nov 1600-0100Z‡, Dec-Mar 1700-0000Z‡. Rwy 08 terrain drops along both sides

261° 7.7 NM to fld. 101/17E.

SAN FRANCISCO L-3B. 9A IAP

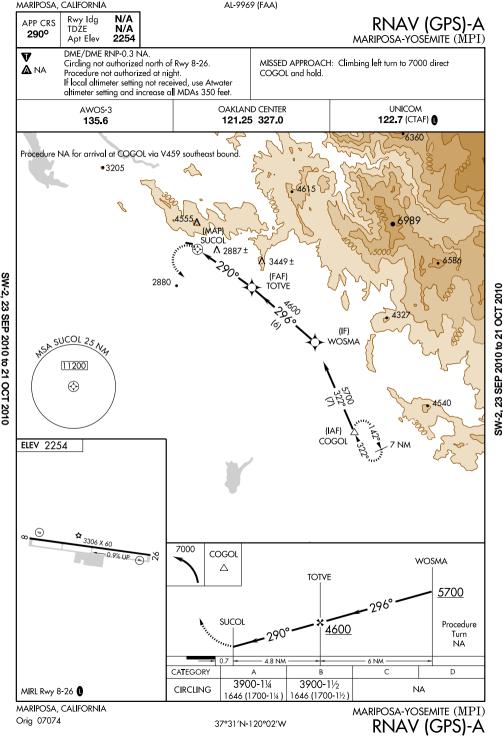
302° 32.3 NM to fld. 2380/17E.

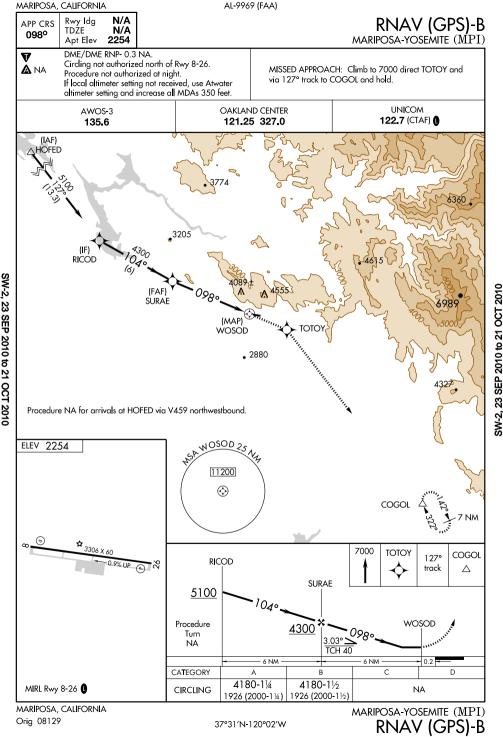
SAN FRANCISCO L-9A AIRPORT REMARKS: Unattended. No snow removal, arpt CLOSED when snow on rwy. Soil conditions off rwy is poor in

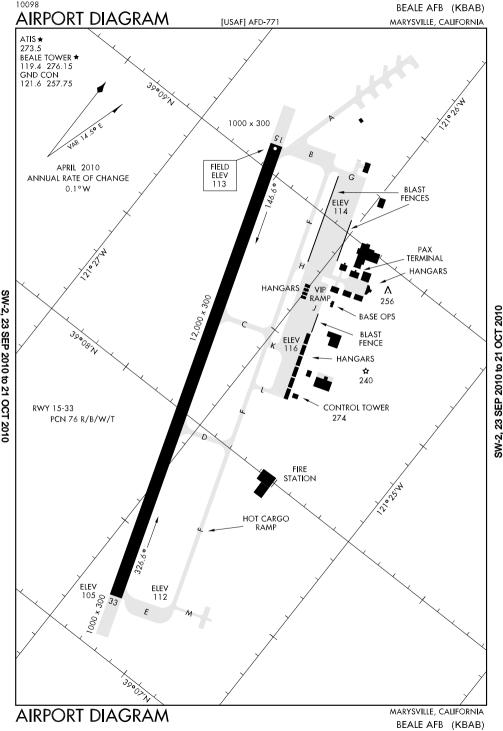
SAN FRANCISCO

L-2G. 3A

170° 48.0 NM to fld. 5949/16E.







MILITARY SERVICE: JASU (AM32A-60A) (A/M32A-86) 7(MC-1A) (MC-2A)

AF 6 E

70

RFALF AFR

(BAB)(KBAB)

RWY 15: ALSF1. PAPI(P4L).

(when LGB twr clsd)

TPA—See Remarks

NOTAM FILE BAB Not insp. RWY 15-33: H12000X300 (CONC-GRVD) PCN 76 R/B/W/T HIRL RWY 33: ALSF1. PAPI(P4L).

N39°08.17' W121°26.19'

FUEL J8

FILLIN W SPIPOXIOX

SAN FRANCISCO H-3B, L-2G. 3A

DIAP, AD

1-3F 4G A

OIL 0-128-133-148 TRAN ALERT Svc avbl Mon-Fri 1500-0000Z‡ except federal holidays. Acft that arrive after 2300Z± will not be syc until next duty day. Fleet syc aybl. 24 hr prior notice rgr. MILITARY REMARKS: Opr 24 hrs from Mon 1400Z thru Sat 0600Z and/or by NOTAM, clsd weekends and holidays. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR 24 hr prior notice, ctc Base OPS DSN 368-2002/9120, C530-634-2002/9120. Issued PPR valid 1 hr +/- ETA, early/late arr/dep must be re-coordinated. Ctc

UTC - 8(-7DT)

Command Post DSN 368-5700 for acft practice apch approval. No transient acft practice apch Mon-Fri 1400-0200Z‡, other times transient acft can expect local training to receive priority. Transient acft with PPR number authorized single apch to full stop Idg. Limited parking avbl. Twy M rstd to daytime VFR ops only. CAUTION: Beale AFB is located on a major migratory bird flyway. Security fence and lgts located less than 200' fm Twy F centerline, Runway 300' wide marked at 150', Full 300' width useable, IFC PAT TPA—Rectangular pattern 1100

(987), overhead pattern 2100 (1987), Fighter type acft fly rgt tfc Rwy 15, CSTMS/AG/IMG 24 hr prior notice rgr for Customs and Agriculture. MISC Transient acft expect progressive taxi. No COMSEC material avbl. Transient aircrew should plan to arrive with appropriate COMSEC to complete entire mission. AFRC 940th Command Post. DSN 368-1901, C530-634-1901, COMMUNICATIONS: ATIS 273.5 (Opr during Wing ops) 15.000' or blo)

PTD 140.875 372.2 (140.875 for use only within 16.2 NM, (R) NORCAL APP/DEP CON125.4 259.1 TOWER 119.4 276.15 (Opr 24 hrs from Mon 1400Z‡ thru Sat 0600Z‡ and/or by NOTAM, clsd weekends and holidays.)

GND CON 121 6 257 75 WING COMMAND POST 321.0 311.0 (321.0 Inbound acft ctc Command Post 35 min prior ETA with intentions.)

940th COMMAND POST (TAHOE CON) 256.025

PMSV METRO 239.8 (Full syc avbl during hrs of scheduled ops. limited svc other times.) PMSV svc avbl only when Wx Flight on duty. Wx obsn avbl 24 hr via auto obsn system: wx flight on duty during normal wing flying hr or forcast severe wx DSN 386-9134, C530-634-9134. During Wx Flight closures remote briefing svc avbl from 25 Op Wx Squadron DSN 228-6598/6599/6588. When auto

obsn system inoperable, obstruction from 325°-060°, 080°-220° and 245°-280° may impact prevailing visibility." SOF 139.6 240.225

700' AGL and above.

AIRSPACE: CLASS C Opr 24 hrs from Mon 1400Z± thru Sat 0600Z± and/or by NOTAM, other times CLASS G. CLASS E

RADIO AIDS TO NAVIGATION: NOTAM FILE BAB.

(H) TACAN Chan 23 BAB (108.6) N39°08.09' W121°26.45' at fld. 90/16E. No NOTAM MP Thu 1200-1800Z±. ILS 109.5 I-BAB Rwy 15. No NOTAM MP Tue 1200-18007±.

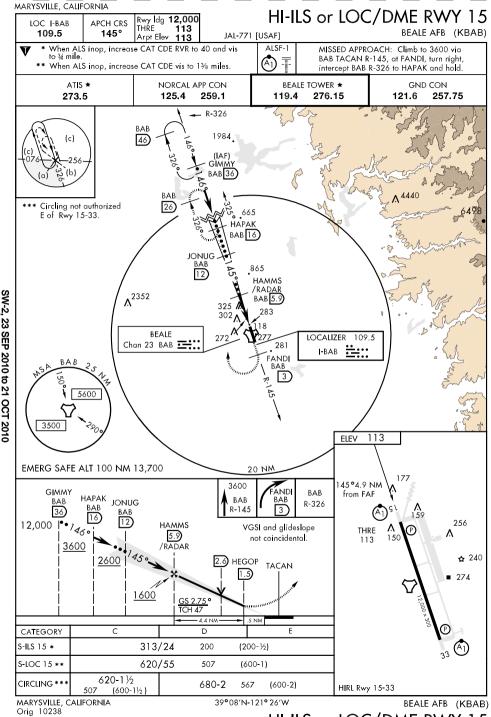
ILS 109.5 I-MIZ Rwv 33. No NOTAM MP Tue 1200-1800Z±. ASR/PAR PAR Tue-Thu 1800-2200Z‡. PAR No NOTAM MP Mon -Fri 1500-1730Z‡.

BEAVER N32°52.79' W118°26.45' NOTAM FILE NSD. LOS ANGELES

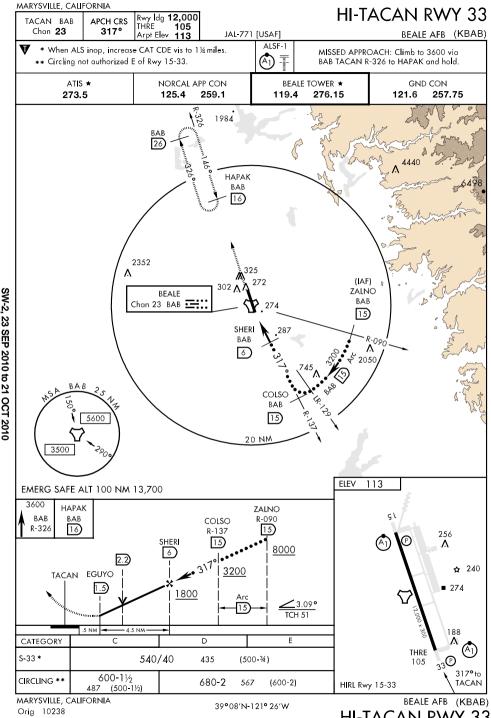
(W) TACAN Chan 86 NSD (113.9) at San Clemente Island NALF, 2000/14E. H-41. L-4G

TACAN unusable 240°-290°. 325°-020°

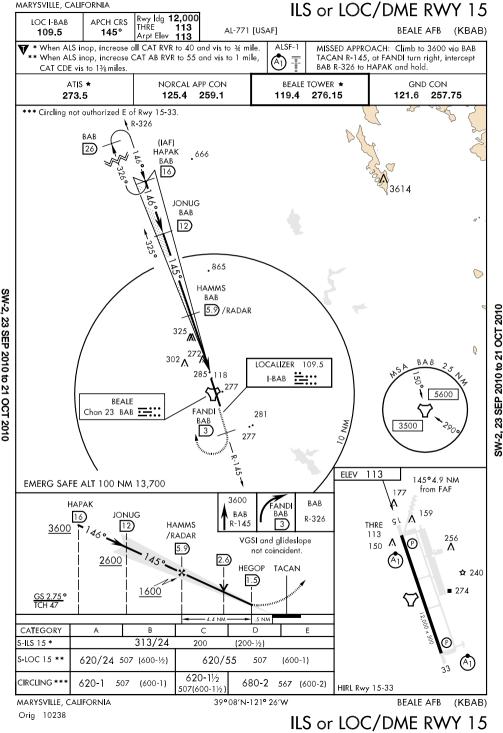
BECCA N33°45.40′ W118°04.64′ NOTAM FILE LGB LOS ANGELES NDB (LOM) 233 LG 301° 5.2 NM to Long Beach (Daugherty Fld). Unmonitored 0745-1415Z‡ COPTER

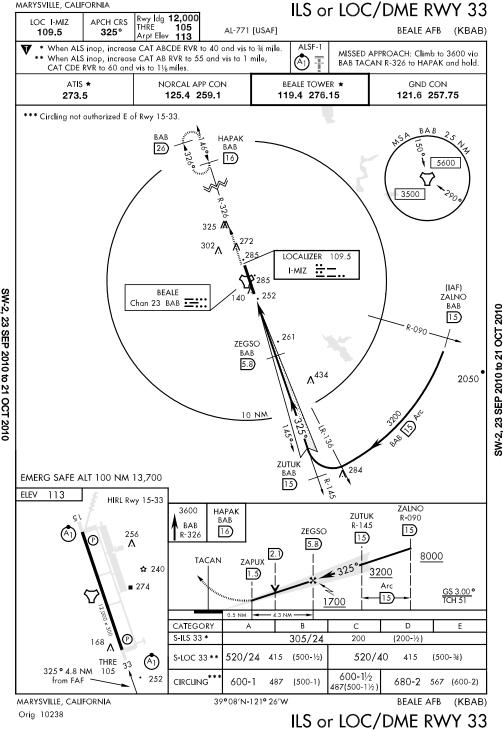


HI-ILS or LOC/DME RWY 15

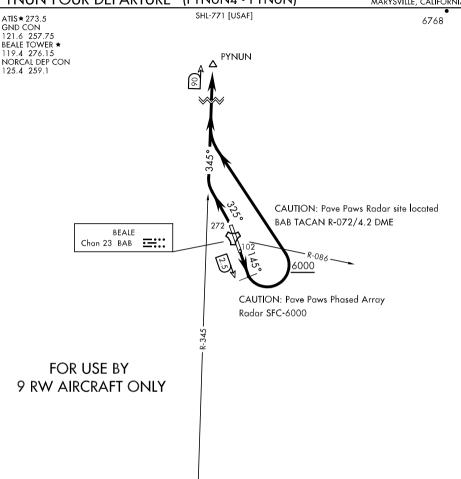


HI-TACAN RWY 33





## PYNUN-FOUR DEPARTURE (PYNUN4 • PYNUN)



DEPARTURE ROUTE DESCRIPTION

@ to 3500

(b) to 600

Rwy\_\_

Knots

15 @ V/V(fpm)

33 (b) V/V(fpm)

60

260

260

Minimum Climb Rate

180

780

240

1040

300

1300

360

1560

120

520

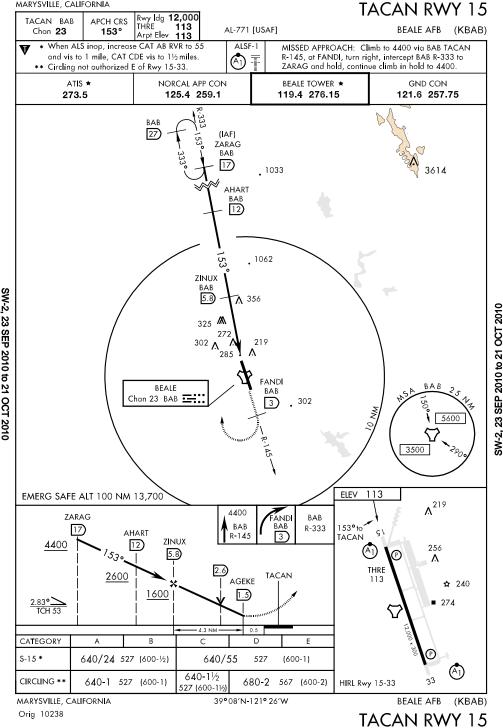
520

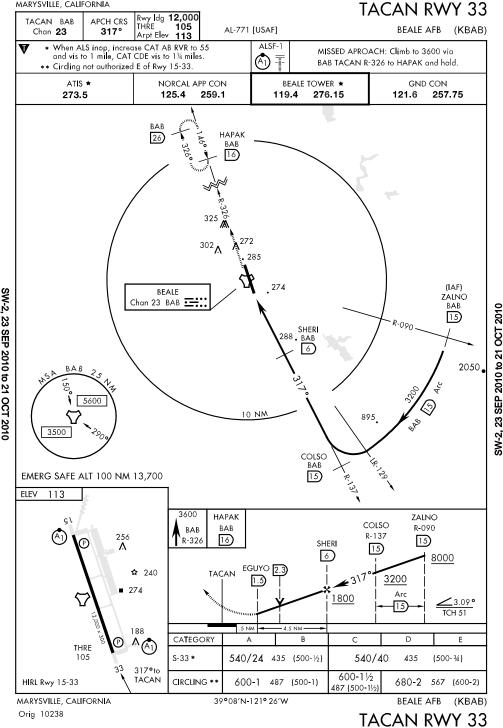
TAKE-OFF RWY 15: Fly heading 145° until BAB TACAN 2.5 DME, turn left intercept SAC VORTAC R-345 to PYNUN. Cross BAB R-086 at or above 6000. Then via assigned route.

TAKE-OFF RWY 33: Fly heading 325° intercept SAC VORTAC R-345 to PYNUN. Then via assigned route.

SACRAMENTO 115.2 SAC

Chan 99





128 **CALIFORNIA** 

MARYSVILLE

YUBA CO (MYV) 3 SE UTC-8(-7DT) N39°05.87' W121°34.19' B S3 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE MYV S-75. D-100, 2S-127, 2D-150 RWY 14-32: H6006X150 (ASPH) RWY 14: MALSR, REIL, VASI(V4L)—GA 3.0° TCH 50', Tree.

RWY 32: VASI(V4L)-GA 3.0° TCH 32'. Pole. RWY 05-23: H3281X60 (ASPH) S-42, D-60, 2D-95 RWY 05: Railroad. RWY 23: Tree. AIRPORT REMARKS: Attended 1400-0200Z±. All acft enter tfc pattern at 1000' AGL except turbined-powered or large airplanes at 1500'AGL. Migratory flocks of waterfowl invof arpt during the spring and fall of the year, Rwy 23 +35' p-lines 900'-1050' from rwy end running 145' left to 210' rgt, Rwy 05-23 has a 210'

payed safety area on SW end and 509' payed safety area on NE end. TPA-1064(1000). All acft enter tfc pattern at 1064(1000) except turbine-powered or large airplanes at 1564(1500). ACTIVATE HIRL Rwy 14-32, VASI Rwy 14 and Rwy 32, MALSR Rwy 14-CTAF. WEATHER DATA SOURCES: ASOS 118,475 (530) 742-0695. COMMUNICATIONS: CTAF/UNICOM 123.05 MARYSVILLE RCO 122.6 122.1R 110.8T (RANCHO MURIETA RADIO) (R) NORCAL APP/DEP CON 125.4 RADIO AIDS TO NAVIGATION: NOTAM FILE MYV. MARYSVILLE (T) VOR/DMF 110 8 Chan 45 N39°05 92' W121°34 38' at fld. 62/16E. ILS 110.5 I-MYV Rwv 14

Class IT. ILS unmonitored. Auto pilot coupled apch not applicable below 576' (1.3 NM from thld).

MAXWELL N39°19.06′ W122°13.29′ NOTAM FILE RIU. SAN FRANCISCO (L) VORTAC 110.0 MXW Chan 37 343° 11.9 NM to Willows-Glenn Co. 110/18E.

RCO 122.1R 110.0T (RANCHO MURIETA RADIO)

McCLELLAN AIRFIELD (See SACRAMENTO)

McCLELLAN-PALOMAR (See CARLSBAD)

MEADOWS FLD (See BAKERSFIELD)

MENDOCINO N39°03.19′ W123°16.45′

162 TPA-1162(1000) NOTAM FILE RIU

RWY 33: Thid dsplcd 777'. Bldg. Rgt tfc. AIRPORT REMARKS: Unattended, Arpt CLOSED ngts.

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. PANOCHE (L) VORTAC 112.6

MEFFORD FLD (See TULARE)

(H) VORTACW 112.3 ENI

WILLIAM ROBERT JOHNSTON MUNI

RWY 15-33: H3499X50 (ASPH)

COMMUNICATIONS: CTAF 122.9

**MENDOTA** 

Chan 70

(M90) 0 E

NOTAM FILE LIKE

022° 5.5 NM to Ukiah Muni. 2980/16E.

1-2G

SAN FRANCISCO

SAN FRANCISCO

H-3A, L-2G

L-3C

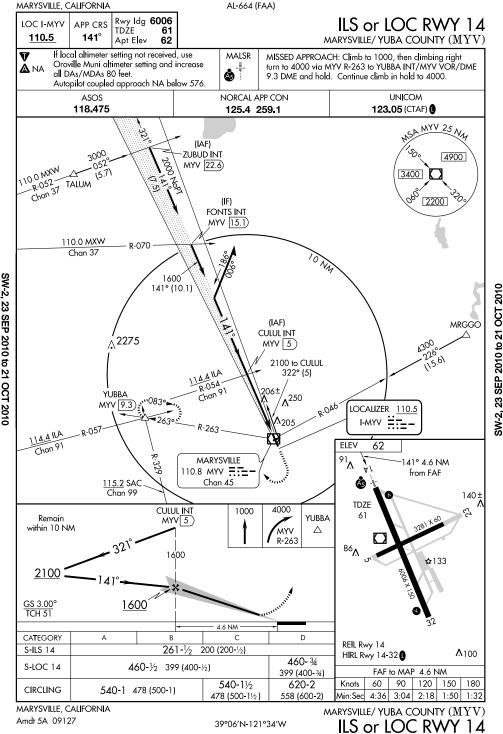
HIWAS.

UTC-8(-7DT) N36°45.52' W120°22.28'

PXN Chan 73 N36°42.93′ W120°46.72′ 066° 19.8 NM to fld. 2060/16E.

SAN FRANCISCO

H-3B, L-2G, 3A

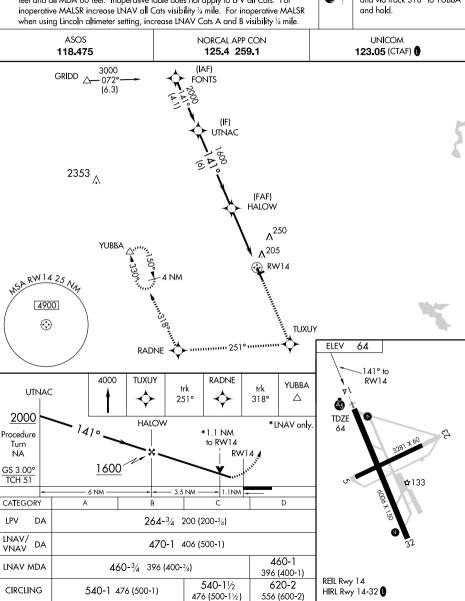


6006

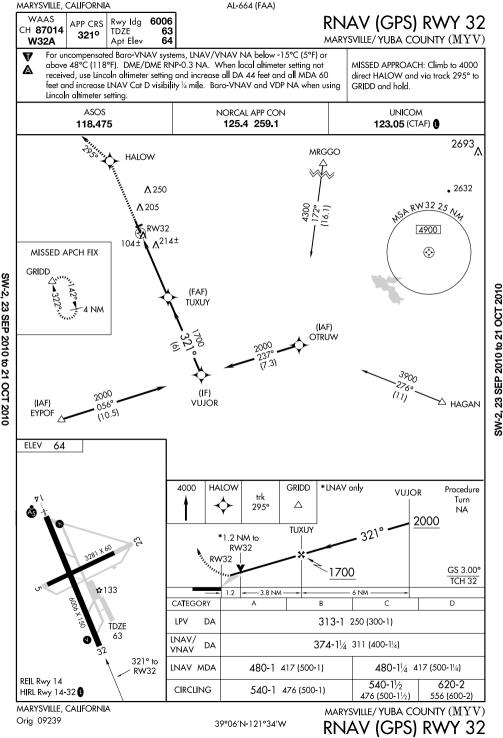
MALSR å

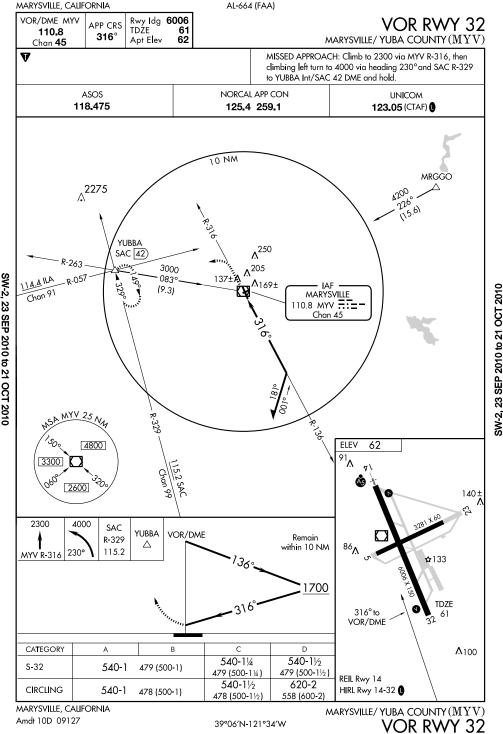
MISSED APPROACH: Climb to 4000 direct TUXUY and via track 251° to RADNE and via track 318° to YUBBA and hold.

SW-2, 23 SEP 2010 to 21 OCT 2010



MARYSVILLE, CALIFORNIA





SAN FRANCISCO

HIRL

H-3B, L-3B

IAP. AD

NOTAM FILE MER S-155, D-200, 2S-175, 2D-415, 2D/2D2-720

# **CALIFORNIA**

MERCED CASTLE

(MER)

RWY 13: ALSF1. PAPI (P4L)-GA 3.0° TCH 75'.

7 NW UTC-8(-7DT) N37°22.83' W120°34.09'

TPA—See Remarks

RWY 31: ALSF1. PAPI(P4L)-GA 3.0° TCH 75'. Rgt tfc.

**UNICOM** 122.95

AIRPORT REMARKS: Attended 1700-0200Z±. For arpt info 209-385-7686. For fuel 0200-1700Z± call 209-725-1455. Rwy

FUEL 100LL, JET A

RWY 13-31: H11802X150 (ASPH-CONC)

31 will be the designated calm wind rwy (wind 5 Kts or less).

Opposite end of rwy not visible on tkf. Rwy 13-31 1.000' paved

blast pad both ends of rwy. When twr is clsd opposite direction

tkfs and Idgs are not authorized. Civilian and military training may occasionally cause pattern congestion. When twr is clsd maximum of 5 acft permitted in VFR traffic pattern at any one time and

2.000' ceiling and 3 miles visibility recommended. TPA-1191(1000), turbine and large acft 1691(1500), Rwy 13-31 180° turns prohibited. ALSF1 Rwy 31 sequenced flashing Igts OTS indef. When twr is clsd ACTIVATE HIRL Rwv 13-31, ALSF1 Rwv 13

and Rwy 31-frequency 123.000, 3 clicks on, 5 clicks increase

intensity, 7 clicks off. PAPI Rwy 13 and PAPI Rwy 31 opr continuously. WEATHER DATA SOURCES: AWOS-3 124,475 (209) 725-0104.

(R) NORCAL APP/DEP CON 120.95 TOWER 118.175 (1500-0500Z‡) **GND CON 133.575** AIRSPACE: CLASS D svc 1500-0500Z tother times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE MCE.

COMMUNICATIONS: CTAF 118.175 ATIS 124.475

EL NIDO (L) VOR/DME 114.2 HYP Chan 89 N37°13.17′ W120°24.01′ ILS/DME 109.5 I-MER Rwy 31. LOC unusable byd 25° both sides of course.

(MCE)

155 B S4 FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE MCE RWY 12-30: H5914X150 (ASPH-PFC) S-30, D-100, 2S-175, 2D-155 RWY 12: REIL. VASI(V4L)-GA 3.0° TCH 47'. Pole. Rgt tfc.

MERCED RGNL/MACREADY FLD

RWY 30: MALSR. PAPI(P4L)-GA 3.0° TCH 54'. P-line.

AIRPORT REMARKS: Attended 1300-0600Z‡. For fuel after hours call 209-722-6300, Class II, ARFF Index A, ARFF Index B 24 hrs PPR. Be alert for extensive student training within 10 NM radius of arpt. Two-way radio communication recommended. Rwy 30 preferred wind rwy. Noise abatement procedures in effect, recommend acft remain east/west of City of Merced at alt blo 3,000' MSL. Departing tfc Rwy 12 no left turns over city until reaching 3,000' MSL. Avoid right turns which will position acft over city. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 209-385-6873. ACTIVATE MALSR Rwy 30 and HIRL Rwy 12-30-CTAF. VASI Rwy 12 and PAPI Rwy 30 op

WEATHER DATA SOURCES: ASOS 132.175 (209) 381-0926. COMMUNICATIONS: CTAF/UNICOM 122.7 R NORCAL APP/DEP CON 120.95 AIRSPACE: CLASS E svc 1600-0100Z tother times CLASS G.

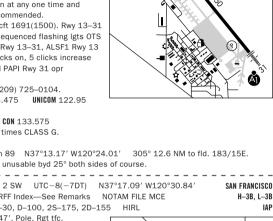
I-MCE

apch non-applicable blo 585'.

RADIO AIDS TO NAVIGATION: NOTAM FILE MOD. MODESTO (H) VOR/DME 114.6 MOD Chan 93 N37°37.64' W120°57.47'

EL NIDO (L) VOR/DME 114.2 HYP Chan 89 N37°13.17' W120°24.01' NOTAM FILE MCE.

Chan 30



# 117° 29.5 NM to fld. 90/17E.

291° 6.7 NM to fld. 183/15E.

# MESA DEL REY

continuously.

ILS/DME 109.3

NDB (LOM) 230

METRE N38°47.70′ W121°35.96′

SM

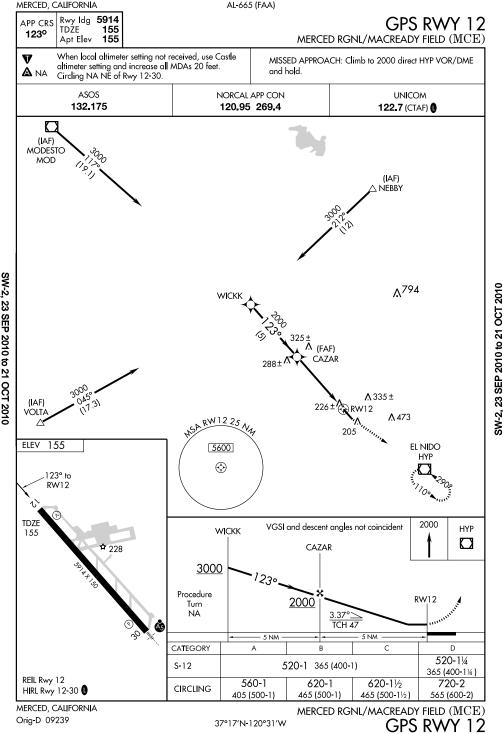
(See KING CITY)

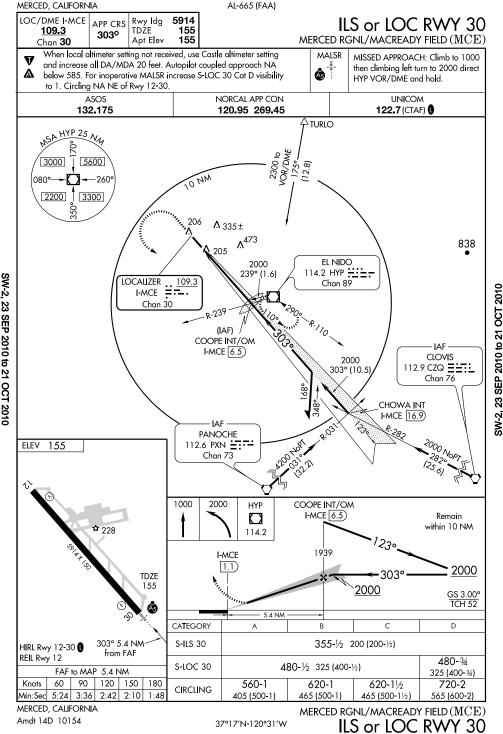
Rwy 30. Class IE. ILS unmonitored 0100-1600Z‡. Auto coupled

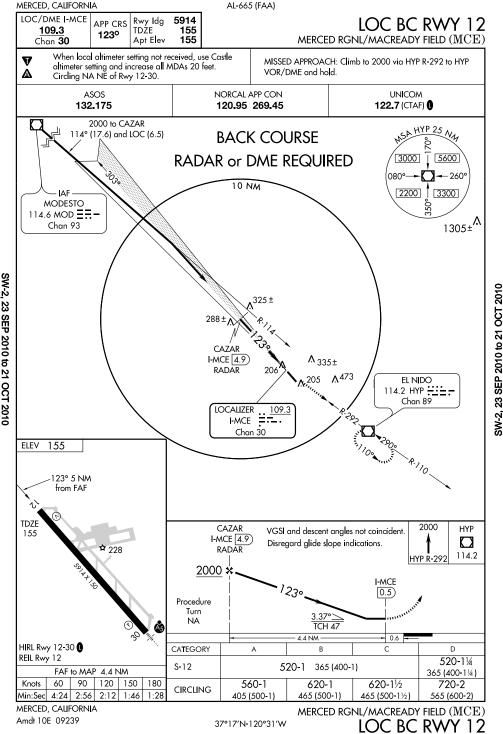
METROPOLITAN OAKLAND INTL (See OAKLAND) SAN FRANCISCO

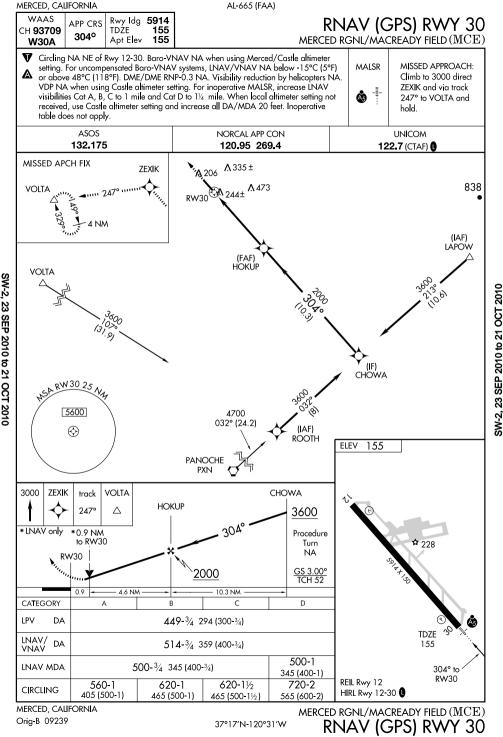
NOTAM FILE SMF.

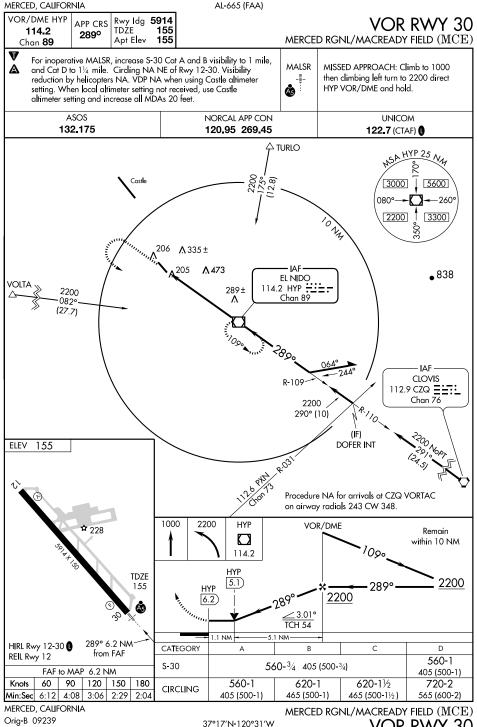
159° 6.0 NM to Sacramento Intl.

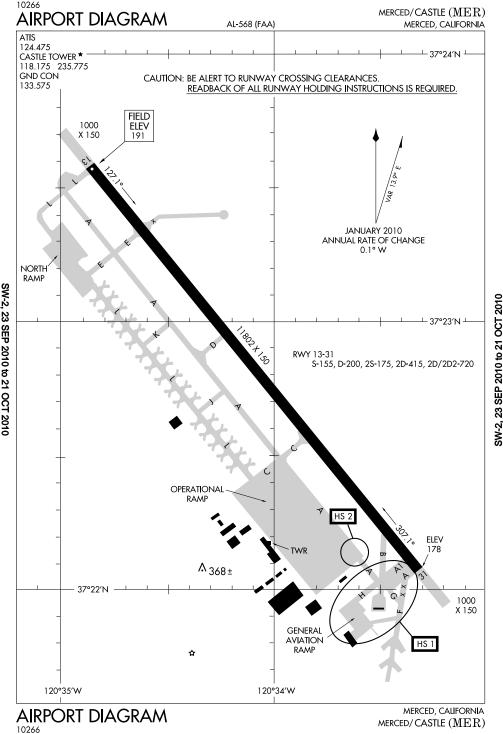












SAN FRANCISCO

HIRL

H-3B, L-3B

IAP. AD

NOTAM FILE MER S-155, D-200, 2S-175, 2D-415, 2D/2D2-720

# **CALIFORNIA**

MERCED CASTLE

(MER)

RWY 13: ALSF1. PAPI (P4L)-GA 3.0° TCH 75'.

7 NW UTC-8(-7DT) N37°22.83' W120°34.09'

TPA—See Remarks

RWY 31: ALSF1. PAPI(P4L)-GA 3.0° TCH 75'. Rgt tfc.

**UNICOM** 122.95

AIRPORT REMARKS: Attended 1700-0200Z±. For arpt info 209-385-7686. For fuel 0200-1700Z± call 209-725-1455. Rwy

FUEL 100LL, JET A

RWY 13-31: H11802X150 (ASPH-CONC)

31 will be the designated calm wind rwy (wind 5 Kts or less).

Opposite end of rwy not visible on tkf. Rwy 13-31 1.000' paved

blast pad both ends of rwy. When twr is clsd opposite direction

tkfs and Idgs are not authorized. Civilian and military training may occasionally cause pattern congestion. When twr is clsd maximum of 5 acft permitted in VFR traffic pattern at any one time and

2.000' ceiling and 3 miles visibility recommended. TPA-1191(1000), turbine and large acft 1691(1500), Rwy 13-31 180° turns prohibited. ALSF1 Rwy 31 sequenced flashing Igts OTS indef. When twr is clsd ACTIVATE HIRL Rwv 13-31, ALSF1 Rwv 13

and Rwy 31-frequency 123.000, 3 clicks on, 5 clicks increase

intensity, 7 clicks off. PAPI Rwy 13 and PAPI Rwy 31 opr continuously. WEATHER DATA SOURCES: AWOS-3 124,475 (209) 725-0104.

(R) NORCAL APP/DEP CON 120.95 TOWER 118.175 (1500-0500Z‡) **GND CON 133.575** AIRSPACE: CLASS D svc 1500-0500Z tother times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE MCE.

COMMUNICATIONS: CTAF 118.175 ATIS 124.475

EL NIDO (L) VOR/DME 114.2 HYP Chan 89 N37°13.17′ W120°24.01′ ILS/DME 109.5 I-MER Rwy 31. LOC unusable byd 25° both sides of course.

(MCE)

155 B S4 FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE MCE RWY 12-30: H5914X150 (ASPH-PFC) S-30, D-100, 2S-175, 2D-155 RWY 12: REIL. VASI(V4L)-GA 3.0° TCH 47'. Pole. Rgt tfc.

MERCED RGNL/MACREADY FLD

RWY 30: MALSR. PAPI(P4L)-GA 3.0° TCH 54'. P-line.

AIRPORT REMARKS: Attended 1300-0600Z‡. For fuel after hours call 209-722-6300, Class II, ARFF Index A, ARFF Index B 24 hrs PPR. Be alert for extensive student training within 10 NM radius of arpt. Two-way radio communication recommended. Rwy 30 preferred wind rwy. Noise abatement procedures in effect, recommend acft remain east/west of City of Merced at alt blo 3,000' MSL. Departing tfc Rwy 12 no left turns over city until reaching 3,000' MSL. Avoid right turns which will position acft over city. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 209-385-6873. ACTIVATE MALSR Rwy 30 and HIRL Rwy 12-30-CTAF. VASI Rwy 12 and PAPI Rwy 30 op

WEATHER DATA SOURCES: ASOS 132.175 (209) 381-0926. COMMUNICATIONS: CTAF/UNICOM 122.7 R NORCAL APP/DEP CON 120.95 AIRSPACE: CLASS E svc 1600-0100Z tother times CLASS G.

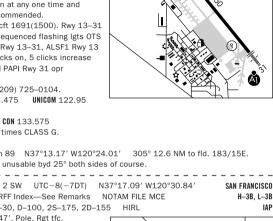
I-MCE

apch non-applicable blo 585'.

RADIO AIDS TO NAVIGATION: NOTAM FILE MOD. MODESTO (H) VOR/DME 114.6 MOD Chan 93 N37°37.64' W120°57.47'

EL NIDO (L) VOR/DME 114.2 HYP Chan 89 N37°13.17' W120°24.01' NOTAM FILE MCE.

Chan 30



# 117° 29.5 NM to fld. 90/17E.

291° 6.7 NM to fld. 183/15E.

# MESA DEL REY

continuously.

ILS/DME 109.3

NDB (LOM) 230

METRE N38°47.70′ W121°35.96′

SM

(See KING CITY)

Rwy 30. Class IE. ILS unmonitored 0100-1600Z‡. Auto coupled

METROPOLITAN OAKLAND INTL (See OAKLAND) SAN FRANCISCO

NOTAM FILE SMF.

159° 6.0 NM to Sacramento Intl.

## HOT SPOTS

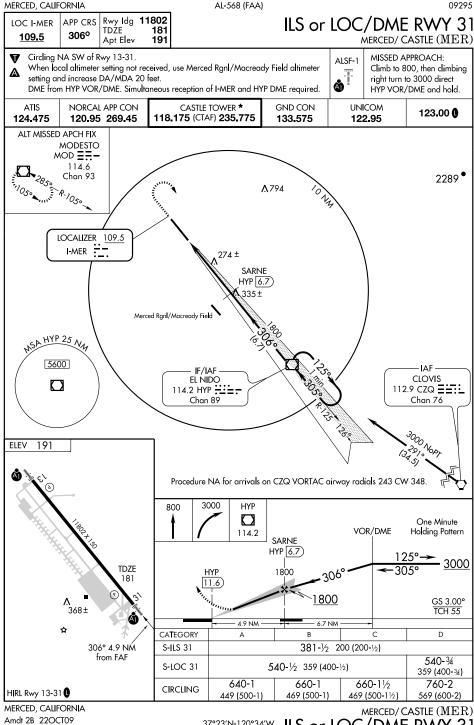
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

increased risk has been reduced or el		
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	Rwy 32L apch, Twy A.
HAYWARD, CA		,,,
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
` ,	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA		
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
, ,	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA		,
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA		
METROPOLITAN OAKLAND		
INTL (OAK)	HS 1	Rwy 27R, Twy A and Twy B.
	HS 2	Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex
		int.
SACRAMENTO, CA		
SACRAMENTO INTL (SMF)	HS 1	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		
NORMAN Y. MINETA SAN		
JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

23 SEP 2010 to 21 OCT 2010

<sup>\*</sup>See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.



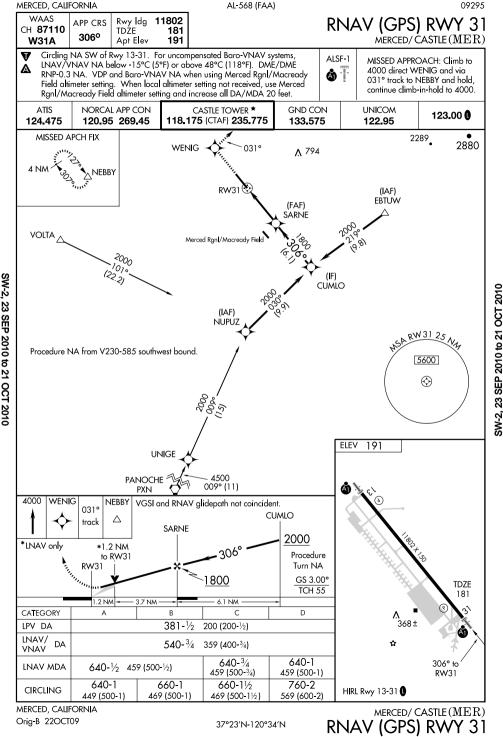
SW-2,

23 SEP 2010 to 21 OCT 2010

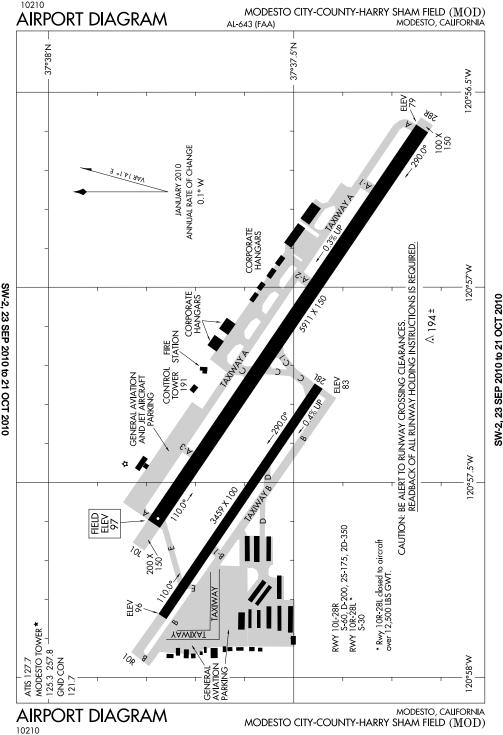
Orig-B 22OCT09

SW-2, 23 SEP 2010 to 21 OCT 2010

37°23′N-120°34′N RNA\



MERCED, CALIFORNIA MERCED/ CASTLE (MER)Amdt 1A 22OCT09 37°23′N-120°34′W



SAN FRANCISCO

## **CALIFORNIA**

MIRL

0.4% up W

## MODESTO CITY-CO-HARRY SHAM FLD (MOD) 2 SE UTC-8(-7DT)

N37°37.55' W120°57.27'

97 B S4 FUEL 100LL, JET A. A1 + OX 1, 2 Class II, ARFF Index A RWY 10L-28R: H5911X150 (ASPH-GRVD) S-60, D-200, 2S-175.

2D-350 HIRL 0.3% up W

RWY 10L: REIL, VASI(V4L)-GA 3.0° TCH 50', Tree. RWY 28R: MALSR. Road. Rgt tfc.

S-30

RWY 28L: PAPI(P2L)-GA 3.0° TCH 29'. Tree. AIRPORT REMARKS: Attended continuously. Rwy 10R-28L CLOSED to acft over 12,500 lbs, gross weight. Birds on and in vicinity of arpt.

RWY 10R: PAPI(P2L)-GA 3.5° TCH 40'. Tree. Rgt tfc.

RWY 10R-28L: H3459X100 (ASPH)

PPR 48 hours for air carrier operations with more than 30 passenger seats 1600-0100Z‡ weekdays call arpt manager 209-577-5318. Overngt tiedown fee. For noise abatement turbo-jets discontinue ops 0800-1300Z‡ and park on NE ramp.

Noise abatement procedures, pilots are requested to use lighted rwy only. All pure jet and large acft limited to parking and syc at NE ramp only. Rwy 10R-28L not certificated in accordance with FAR-139. MIRL Rwv 10R-28L and PAPI Rwvs 10R and 28L unavailable when tower closed, ACTIVATE HIRL Rwv 10L-28R and

WEATHER DATA SOURCES: ASOS 127.7 (209) 572-0914 (0500-1500Z±), LAWRS (1500-0500Z±), COMMUNICATIONS: CTAF 125.3 ATIS 127.7 UNICOM 122.95 RCO 122.1R 114.6T (RANCHO MURIETA RADIO)

R NORCAL APP/DEP CON 120.95 (East and South) 123.85 (West) 125.1 (North)

MALSR Rwy 28R and REIL Rwy 10L-CTAF.

TOWER 125.3 (1500-0500Z‡) GND CON 121.7

AIRSPACE: CLASS D svc 1500-0500Z± other times CLASS G.

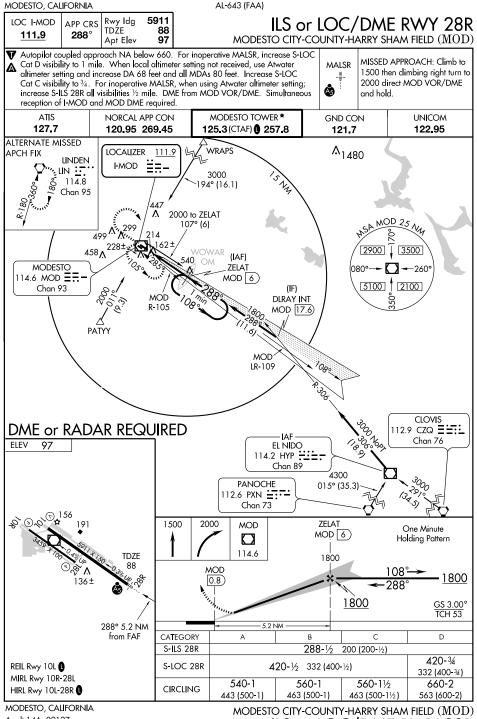
RADIO AIDS TO NAVIGATION: NOTAM FILE MOD.

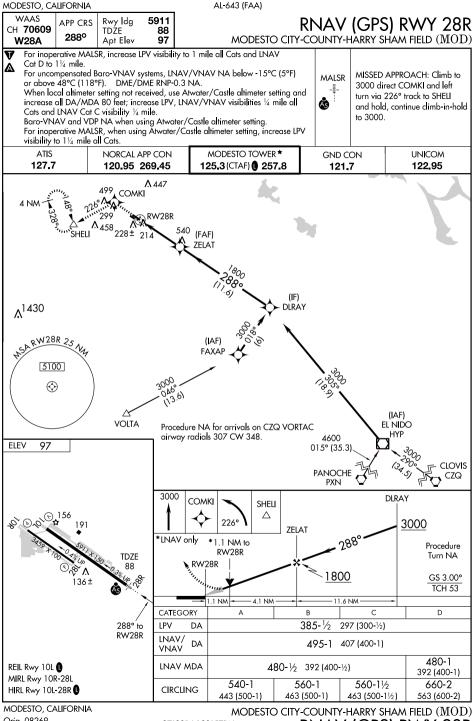
(H) VOR/DME 114.6 MOD Chan 93 N37°37.64′ W120°57.47′ at fld. 90/17E. WOWAR NDB (LOM) 367 MO N37°34.39′ W120°51.31′ 288° 5.7 NM to fld.

IIS 111 9 I-MOD Rwv 28R. Class IB. LOM WOWAR NDB. Unmonitored when twr closed, MM OTS

indef. GS unusable for autocoupled apch blo 660' MSL. COMM/NAV/WEATHER REMARKS: Aviation weather available when tower our call 209-526-4555

H-3B, L-2F, 3B NOTAM FILE MOD IAP. AD

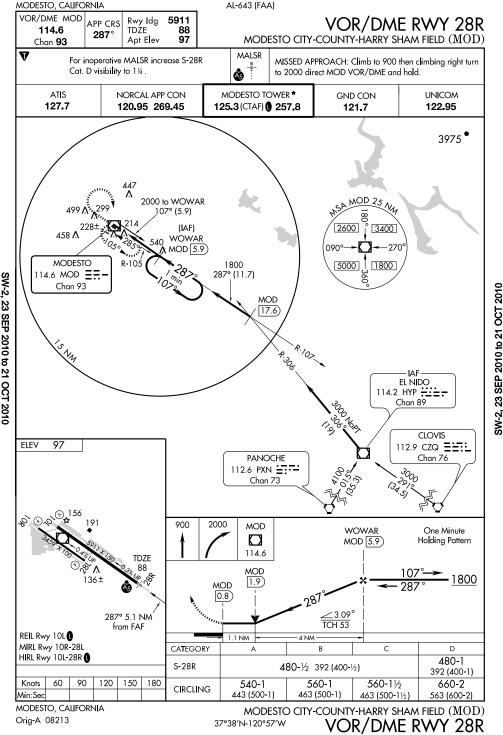


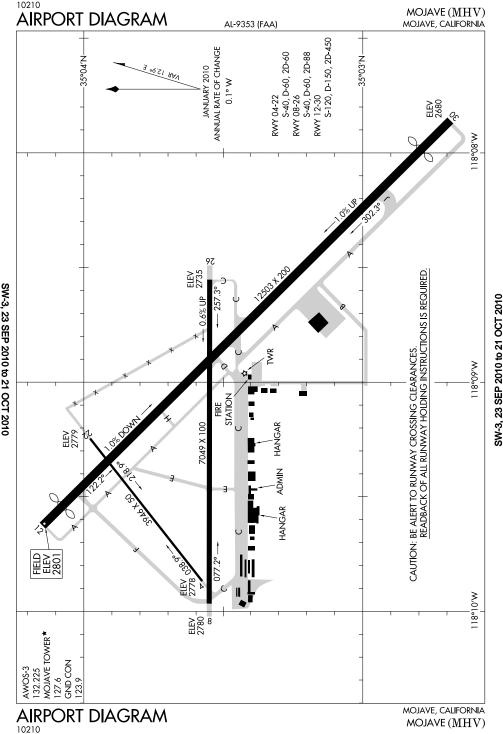


Orig 08269

23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RW





IAP. AD

LOS ANGELES

H-41, L-3D, 7C

## **CALIFORNIA**

MIRI

NOTAM FILE MHV

UTC-8(-7DT) N41°43.83' W122°32.73'

Rwy 4-22: 3946 X 50

Rwy 8-26: 7049 X 100

268° 21.0 NM to fld. 2354/15E.

KLAMATH FALLS

L-21

UTC-8(-7DT) N35°03.52' W118°09.03'

S-40, D-60, 2D-88

1 E 2801 В S4 FUEL 100LL, JET A TPA-See Remarks RWY 12-30: H12503X200 (ASPH) S-120, D-150, 2D-450 RWY 12: REIL, PAPI(P4L)—GA 3.0° TCH 68', Thid dspicd 600'.

RWY 08: PAPI(P2L)-GA 3.0° TCH 46'. RWY 26: PAPI(P2L)-GA 3.0° TCH 52'. Rgt tfc. RWY 04-22: H3946X50 (ASPH) S-40, D-60, 2D-60 RWY 22: Rgt tfc.

1..0% up. RWY 08-26: H7049X100 (ASPH)

RWY 30: REIL, PAPI(P4L)—GA 3.0° TCH 62', Thid dspicd 900'.

AIRPORT REMARKS: Attended continuously, Fuel avbl 1530-0030Z± other times ctc security on CTAF, fee charged. Be alert to high speed activity invof arpt. Fee charged, Paving width Rwy 08 200'. TPA-3801(1000) jets, 3303 (502) helicopters. Helicopters use south entry and departure. Unlighted twys connect rwy ends 08 and 12 and rwy ends 22 and 26. Rwy 04-22 cracking, loose gravel and uneven sections. ACTIVATE MIRL Rwy 08-26 and HIRL

(MHV)

1 0% down

Rgt tfc.

0.6% up W

RWY N4. Pole

OTS indef. COMMUNICATIONS: CTAF 127.6 (R) INSHIIA APP/NEP CON 133 65

MNIAVE

EDWARDS (L) VORTAC 116.4 EDW Chan 111 N34°58.94′ W117°43.96′

Rwy 12-30, and REIL Rwy 12 and Rwy 30-CTAF. WEATHER DATA SOURCES: AWOS-3 132,225 (661) 824-5218. SAWRS.

TOWER 127.6 (Mon-Fri 1500-0100Z±) AIRSPACE: CLASS D svc Mon-Fri 1500-0100Z±. RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.

MONTAGUE

2527 S2 FUEL 100LL TPA-3327(800) NOTAM FILE 105 RWY 14-32: H3360X50 (ASPH) S-12 MIRI RWY 14: Rgt tfc. RWY 32: VASI(V2L)-GA 3.0° TCH 25', Road.

RWY 05-23: 2080X100 (TURF)

RWY 23: Rgt tfc

MONTAGUE-YREKA ROHRER FLD

AIRPORT REMARKS: Attended 1600-0100Z‡, after hrs call 530-842-0217. Deer on and invof arpt. Occasional balloon

launches. Be alert to mountain north and hills east and west of arpt. Arpt rstd to acft with maximum certificated

(105) 1 W

tkf weight of 12.500 lbs or less; for more information call arpt ops 530-459-3030. Use of rwy tfc patterns strongly recommended. Avoid overflight of town ½ mile east of arpt. Rwy 05-23 edges marked with white tires. MIRL Rwy 14-32 preset low ints: to increase ints ACTIVATE—CTAF.

GND CON 123.9

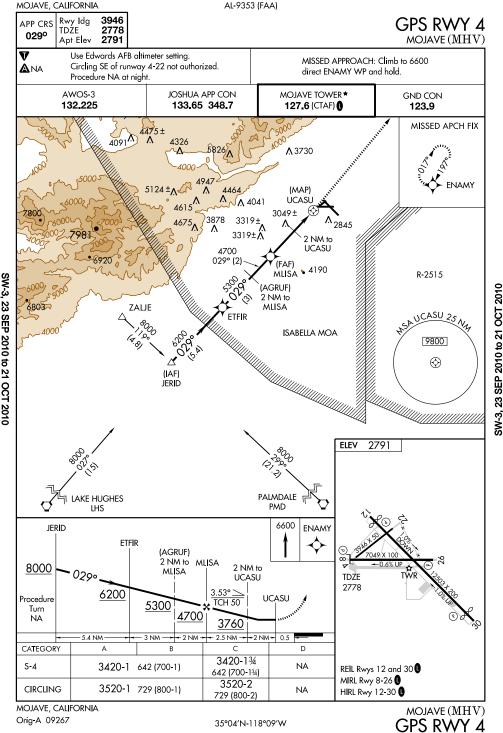
COMMUNICATIONS: CTAF/UNICOM 122.8 ANTELOPE MOUNTAIN RCO 122.4 (RANCHO MURIETTA RADIO)

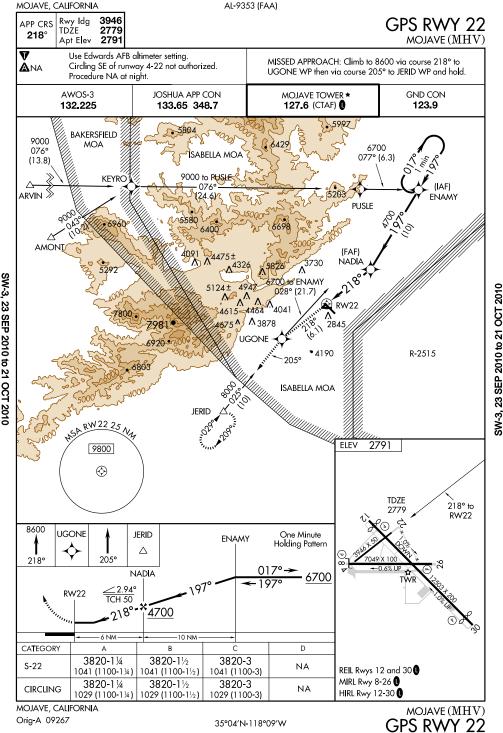
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

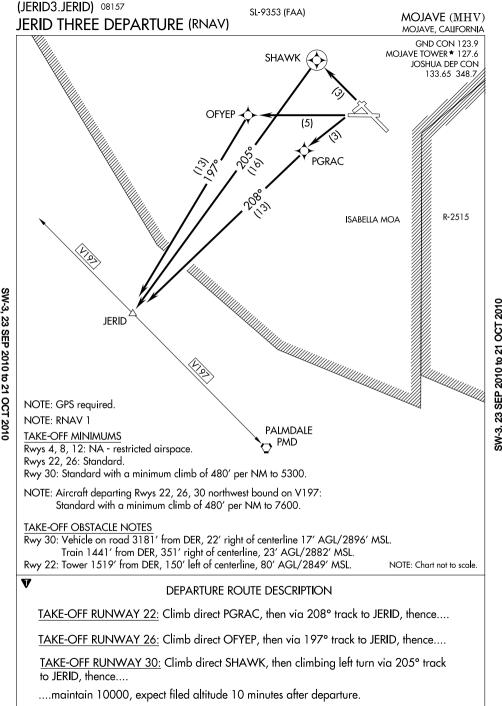
FORT JONES (L) VOR/DME 109.6 FJS Chan 33 N41°26.98' W122°48.39' 016° 20.5 NM to fld. 4900/19E.

HIWAS.

NDB (MHW) 404 MOG N41°43.63' W122°28.91' 255° 2.9 NM to fld, NOTAM FILE SIY. Unmonitored. Unusable: 190°-200° bvd 10 NM







JERID THREE DEPARTURE (RNAV)

MOJAVE, CALIFORNIA MOJAVE (MHV) 134 CALIFORNIA

3 NE UTC-8(-7DT)

waterfowl invof arpt during spring and fall. Be alert for glider ops May-Sept, US Forest Service fire ops May-Sep, ACTIVATE MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35, REIL Rwy 17 and Rwy

RWY 17-35: H7484X150 (ASPH) S-60, D-180, 2S-175, 2D-270 RWY 17: REIL. PAPI(P2L)-GA 3.0° TCH 50'. Road. RWY 35: REIL. PAPI(P2L)-GA 3.0° TCH 50'. Rgt tfc.

(SIY)

S4

35-CTAF, Ldg fee.

SISKIYOU CO

257 R **S4** 

NOTAM FILE MRY

ILS/DME 110.7

MONTGOMERY FLD

NM from thid.

avbl when twr clsd.

2648 B

FUEL 100LL, JET A TPA-3648(1000) NOTAM FILE SIY

N41°46.89' W122°28.09'

WEATHER DATA SOURCES: ASOS 121.125 (530) 459-0267. COMMUNICATIONS: CTAF/UNICOM 123.0 ANTELOPE MOUNTAIN RCO 122.4 (RANCHO MURIETTA RADIO) (R) SEATTLE APP/DEP CON 124.85

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. FORT JONES (L) VOR/DME 109.6 FJS Chan 33

W122°48.39' 018° 25.1 NM to fld. 4900/19E.

MONTAGUE NDB (MHW) 404 MOG N41°43.63'

W122°28 91' 352° 3.3 NM to fld. NOTAM FILE SIY.

Unmonitored. Unusable: 190°-200° byd 10 NM all altitudes.

MONTEREY PENINSULA (MRY) 3 SE

AIRPORT REMARKS: Attended Sun-Fri 1600-0100Z±. Migratory flocks of 3.5

RWY 10R-28L: H7616X150 (ASPH-GRVD) S-100, D-160, 2S-175, 2D-300 RWY 10R: MALSR, PAPI(P4L)-GA 3.0° TCH 50'. RWY 28L: REIL. VASI(V4L)—GA 3.5° TCH 47'. Thid dsplcd 1000'. Bush. Rgt tfc.

RWY 10L-28R: H3513X60 (ASPH) S-12.5 MIRL RWY 28R: Rgt tfc. RUNWAY DECLARED DISTANCE INFORMATION IDA-7616

ASDA-7616 RWY 10R TORA-7616 TODA-7616 RWY 28L: TORA-7616 TODA-7616 ASDA-7616 LDA-6616 AIRPORT REMARKS: Attended continuously. Self service fuel avbl 24 hrs with credit card. Svc fuel and repairs between

0600-1400Z‡ by prior arrangement call 831-373-4151 or 831-373-3201. Rotary wing acft expect to follow fixed wing pattern to rwy ldg. On departure no turns blo 900' unless twr directed. Twr non-visibility area Twy A

east holding bay. Rwy 10R runway visual range touchdown and rollout avbl. Rwy 28L runway visual range touchdown and rollout avbl. Acft with wingspan greater than 95' may not taxi past the terminal on Twy Alpha

when an MD-80 or larger acft is parked at terminal. Acft with wingspan greater than 90' prohibited on Twy Bravo west of Twy Delta. Noise abatement procedures in effect 0700-1500Z‡. Phone arpt ops for current noise abatement brief and PPR 831-648-7000. Overnight tiedown fee at FBO, Idg fee charged for acft over 6,000 lbs. Ltd transient parking PPR for large and turbine powered multi-engine acft, non FBO transient only

WEATHER DATA SOURCES: ASOS (831) 642-0241.

I-MRY

COMMUNICATIONS: CTAF 118.4 ATIS 119.25 (831-375-7433) UNICOM 122.95 R NORCAL APP/DEP CON 133.0 (360°-150°) 127.15 (151°-359°) **GND CON 121.9** 

TOWER 118.4 (1400-0500Z‡) **CLNC DEL** 135.45 AIRSPACE: CLASS C svc 1400-0500Z‡ ctc APP CON other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SNS. SALINAS (H) VORTACW 117.3 SNS Chan 120 N36°39.83' W121°36.19'

Chan 44

Chan 44

(See SAN DIEGO)

**2AWIH** MR MUNSO NDB (LOM) 385 N36°37.25′ W121°56.32′ 099° 5.1 NM to fld. NOTAM FILE MRY.

UTC-8(-7DT) N36°35.22' W121°50.58' SAN FRANCISCO FUEL 100LL, JET A OX 2, 4 TPA-1757(1500) Class I, ARFF Index B HIRL 1.3% up E

KLAMATH FALLS H-3B, L-21

ΙΔΡ

H-3B, L-3B IAP, AD

231° 12.5 NM to fld. 101/17E.

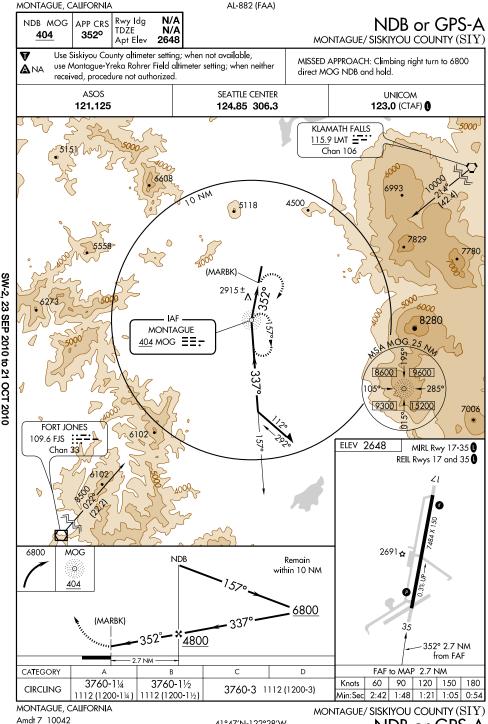
Rwy 10R. Class IA. LOM MUNSO NDB. LOC unusable within 0.5 LOC only. LOC unusable abv 2,000' MSL, 2 DME inbound

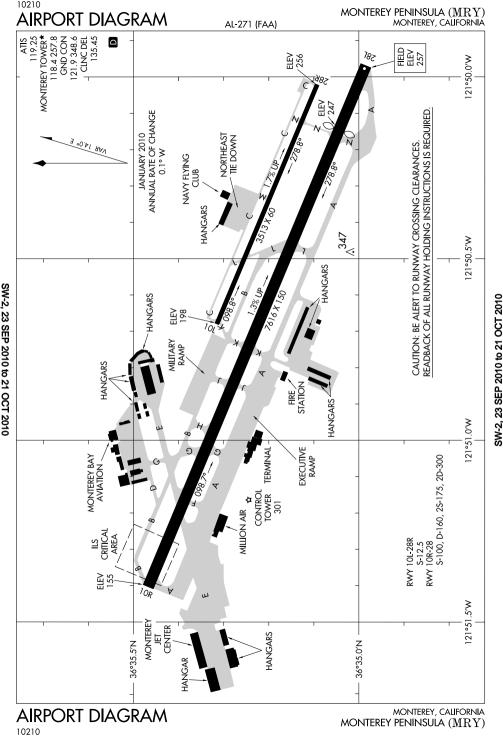
to thid. DME unusable byd 16 DME, blo 5,000'MSL. (LOC/DME unmonitored when twr clsd.) LOC/DME not

831-648-7000 ext. 217. When twr clsd ACTIVATE HIRL Rwy 10R-28L, MALSR Rwy 10R, PAPI Rwy 10R, and

REIL Rwy 28L-118.4. When twr clsd Rwy 10L-28R unlighted. VASI Rwy 28L opr continuously.

Rwy 28L.





134 CALIFORNIA

3 NE UTC-8(-7DT)

RWY 17: REIL. PAPI(P2L)-GA 3.0° TCH 50'. Road. RWY 35: REIL. PAPI(P2L)-GA 3.0° TCH 50'. Rgt tfc. AIRPORT REMARKS: Attended Sun-Fri 1600-0100Z±. Migratory flocks of

(SIY)

S4

SISKIYOU CO

2648 B

FUEL 100LL, JET A TPA-3648(1000) NOTAM FILE SIY RWY 17-35: H7484X150 (ASPH) S-60, D-180, 2S-175, 2D-270

N41°46.89' W122°28.09'

FUEL 100LL, JET A OX 2, 4 TPA-1757(1500) Class I, ARFF Index B

Rwy 17-35, PAPI Rwy 17 and Rwy 35, REIL Rwy 17 and Rwy 35-CTAF, Ldg fee. WEATHER DATA SOURCES: ASOS 121.125 (530) 459-0267. COMMUNICATIONS: CTAF/UNICOM 123.0

ANTELOPE MOUNTAIN RCO 122.4 (RANCHO MURIETTA RADIO)

waterfowl invof arpt during spring and fall. Be alert for glider ops May-Sept, US Forest Service fire ops May-Sep, ACTIVATE MIRL

(R) SEATTLE APP/DEP CON 124.85 RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FORT JONES (L) VOR/DME 109.6 FJS Chan 33

W122°48.39' 018° 25.1 NM to fld. 4900/19E.

MONTEREY PENINSULA

ILS/DME 110.7

MONTGOMERY FLD

NM from thid.

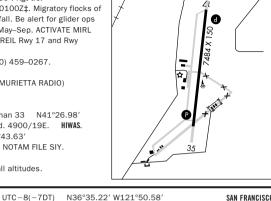
avbl when twr clsd.

NOTAM FILE MRY

MONTAGUE NDB (MHW) 404 MOG N41°43.63' W122°28 91' 352° 3.3 NM to fld. NOTAM FILE SIY.

Unmonitored. Unusable: 190°-200° byd 10 NM all altitudes.

(MRY)



1.3% up E

HIRL

257 R **S4** 

RWY 10R-28L: H7616X150 (ASPH-GRVD) S-100, D-160, 2S-175, 2D-300 RWY 10R: MALSR, PAPI(P4L)-GA 3.0° TCH 50'. RWY 28L: REIL. VASI(V4L)—GA 3.5° TCH 47'. Thid dsplcd 1000'. Bush. Rgt tfc. RWY 10L-28R: H3513X60 (ASPH) S-12.5 MIRL

RWY 28R: Rgt tfc. RUNWAY DECLARED DISTANCE INFORMATION ASDA-7616 RWY 10R TORA-7616 TODA-7616 IDA-7616

3 SE

RWY 28L: TORA-7616 TODA-7616 ASDA-7616 LDA-6616 AIRPORT REMARKS: Attended continuously. Self service fuel avbl 24 hrs with credit card. Svc fuel and repairs between

0600-1400Z‡ by prior arrangement call 831-373-4151 or 831-373-3201. Rotary wing acft expect to follow

fixed wing pattern to rwy ldg. On departure no turns blo 900' unless twr directed. Twr non-visibility area Twy A east holding bay. Rwy 10R runway visual range touchdown and rollout avbl. Rwy 28L runway visual range touchdown and rollout avbl. Acft with wingspan greater than 95' may not taxi past the terminal on Twy Alpha

when an MD-80 or larger acft is parked at terminal. Acft with wingspan greater than 90' prohibited on Twy Bravo west of Twy Delta. Noise abatement procedures in effect 0700-1500Z‡. Phone arpt ops for current noise abatement brief and PPR 831-648-7000. Overnight tiedown fee at FBO, Idg fee charged for acft over 6,000 lbs.

WEATHER DATA SOURCES: ASOS (831) 642-0241. COMMUNICATIONS: CTAF 118.4 ATIS 119.25 (831-375-7433) R NORCAL APP/DEP CON 133.0 (360°-150°) 127.15 (151°-359°)

**GND CON 121.9** TOWER 118.4 (1400-0500Z‡) **CLNC DEL** 135.45

AIRSPACE: CLASS C svc 1400-0500Z‡ ctc APP CON other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE SNS.

SALINAS (H) VORTACW 117.3 SNS Chan 120 N36°39.83′ W121°36.19′

Chan 44

Chan 44

(See SAN DIEGO)

**2AWIH** 

MR MUNSO NDB (LOM) 385 N36°37.25′ W121°56.32′ 099° 5.1 NM to fld. NOTAM FILE MRY.

I-MRY

Rwy 28L.

Rwy 10R. Class IA.

to thid. DME unusable byd 16 DME, blo 5,000'MSL. (LOC/DME unmonitored when twr clsd.) LOC/DME not

Ltd transient parking PPR for large and turbine powered multi-engine acft, non FBO transient only 831-648-7000 ext. 217. When twr clsd ACTIVATE HIRL Rwy 10R-28L, MALSR Rwy 10R, PAPI Rwy 10R, and

REIL Rwy 28L-118.4. When twr clsd Rwy 10L-28R unlighted. VASI Rwy 28L opr continuously.

UNICOM 122.95

SAN FRANCISCO

KLAMATH FALLS H-3B, L-21

ΙΔΡ

H-3B, L-3B

IAP, AD

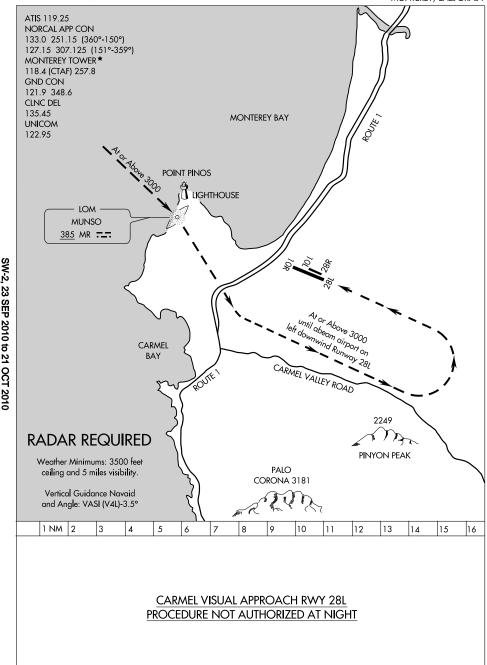
231° 12.5 NM to fld. 101/17E.

LOM MUNSO NDB. LOC unusable within 0.5

LOC only. LOC unusable abv 2,000' MSL, 2 DME inbound

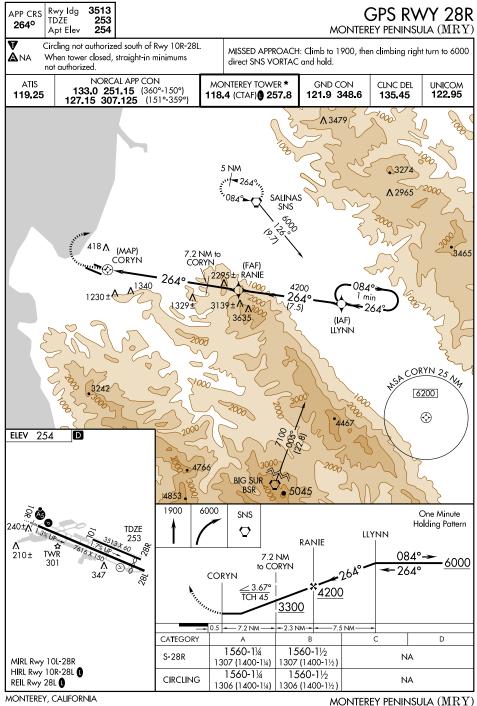
## Orig 09239 CARMEL VISUAL RWY 28L

Monterey Peninsula (MRY)Monterey, California



**CARMEL VISUAL RWY 28L** 

MONTEREY, CALIFORNIA MONTEREY PENINSULA (MRY)

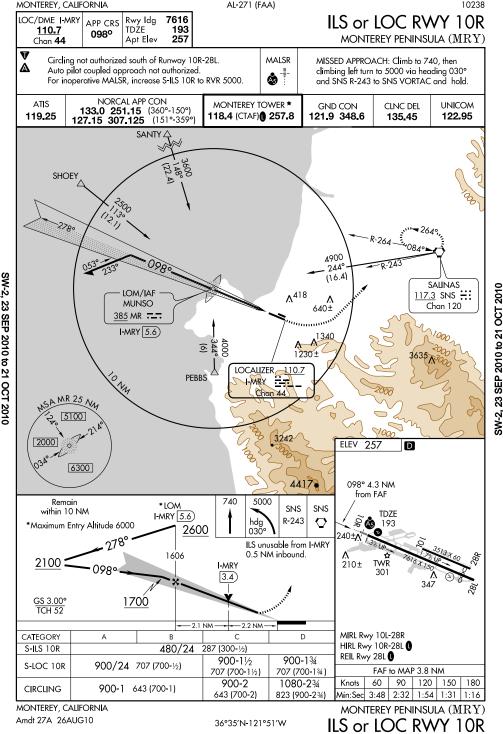


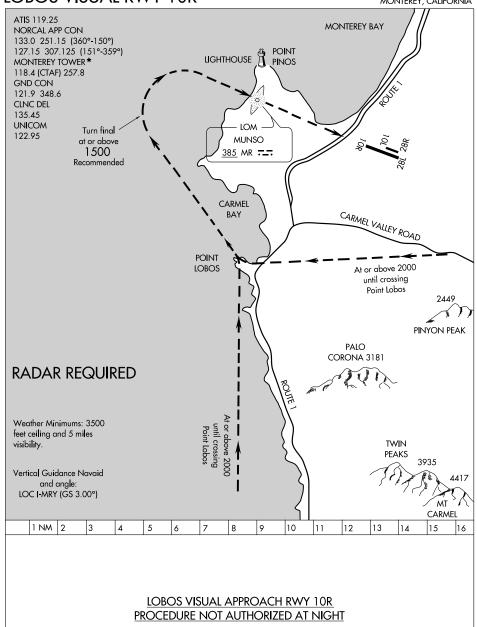
AL-271 (FAA)

MONTEREY, CALIFORNIA

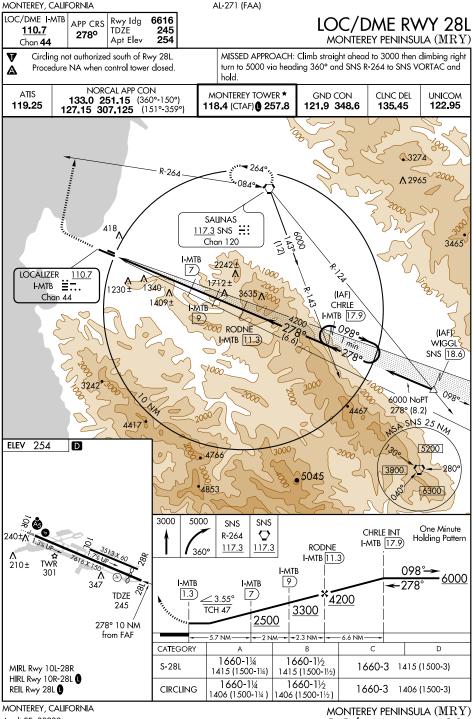
SW-2,

23 SEP 2010 to 21 OCT 2010





## LOBOS VISUAL RWY 10R



Amdt 3F 09239

SW-2,

23 SEP 2010 to 21 OCT 2010

LOC/DME RWY 28L

114.3 PRB :=: Chan 90
N35°40.35′ W120°37.63′
L-3-7

Rwy 10R: Standard with a minimum climb of 451' per NM to 1900.
Rwy 10L: Standard with a minimum climb of 428' per NM to 1900.

Rwy 28L: Standard with a minimum climb of 310' per NM to 1100. Rwy 28R: Standard with a minimum climb of 240' per NM to 1100.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-2, 23 SEP 2010 to 21 OCT 2010

MONTEREY NINE DEPARTURE

MONTEREY, CALIFORNIA MONTEREY PENINSULA (MRY)

SW-2, 23 SEP 2010 to 21 OCT 2010

# SW-2. 23 SEP 2010 to 21 OCT 2010

## MONTEREY NINE DEPARTURE

SL-271 (FAA)

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10L/R: Climbing left turn heading 329°. Thence. . . .

TAKE-OFF RUNWAY 28L/R: Climb heading 278° until leaving 1100′ or as directed by Monterey Tower. Then climbing right turn heading 329°. Thence. . . .

. . . . all aircraft expect vectors to assigned route/fix. Altitude will be assigned by ATC. Expect clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If no transmissions received for one minute after departure, proceed via SNS R-260 to SNS VORTAC, then via assigned fix/route. Climb to 6000' or assigned altitude, whichever is higher.

#### TAKE-OFF OBSTACLE NOTES

Rwy 10R: OL on DME 64' from DER, 284' left of centerline, 12' AGL/272' MSL.

Tree 1.7 NM from DER, 2318' right of centerline, up to 100' AGL/859' MSL.

Rwy 10L: OL on DME 555' from DER, 217' right of centerline, 12' AGL/272' MSL.

Tree 1.8 NM from DER, 2817' right of centerline, up to 100' AGL/859' MSL.

Rwy 28R: Airplane 6' from DER, 179' left of centerline, 64' AGL/263' MSL.
Rwy 28L: Tree 743' from DER, 619' left of centerline, up to 100' AGL/240' MSL.
Tree 2.9 NM from DER, 2298' left of centerline, up to 100' AGL/640' MSL.

Tree 2.9 NM from DER, 2298' left of centerline, up to 100' AGL/640' MSL. Tree 2.9 NM from DER, 4578' left of centerline, 114' AGL/853' MSL.

Orig 09239

SW-2, 23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 28L/R: After leaving 1000', or as directed by tower, turn right heading 325° and join the 010° bearing from MUNSO NDB, thence via assigned route or transition. Maintain 6000'. Expect clearance to filed altitude five minutes after departure.

PASO ROBLES

114.3 PRB :=:... Chan 90

N35°40.35′-W120°37.63′

L-3-7

<u>LOST COMMUNICATIONS</u>: If no transmissions received for one minute after departure, proceed direct SNS VORTAC, then via assigned fix/route. Climb to 6000' or assigned altitude, whichever is higher.

SALINAS TRANSITION (MR2.SNS): From over MUNSO NDB via MR 010° bearing and SNS R-260 to SNS VORTAC.

WOODSIDE TRANSITION (MR2.OSI): From over MUNSO NDB via MR 010° bearing and OSI R-141 to OSI VORTAC.

# MUNSO TWO DEPARTURE

NOTE: This SID requires a minimum climb of

NOTE: For OSI Transition, minimum altitude

265' per NM to 1000'.

3000'.

NOTE: Chart not to scale.

(BSR.PEBB1) 09239

PEBBS ONE ARRIVAL

ST-271 (FAA)

MONTEREY PENINSULA
MONTEREY, CALIFORNIA

ATIS
119 25

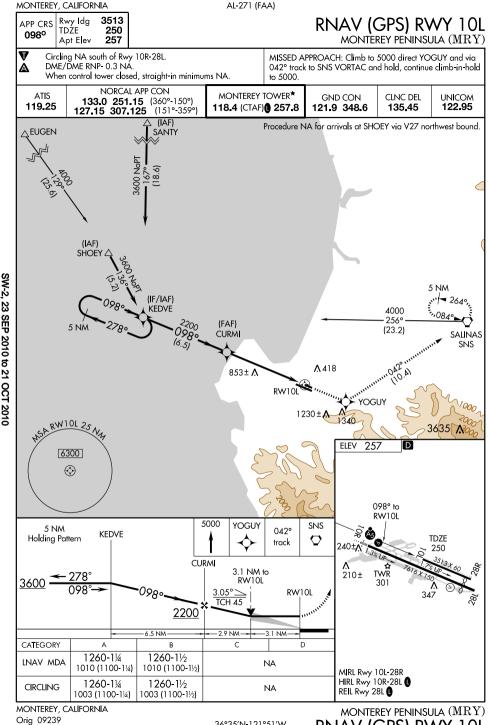
119.25 NORCAL APP CON 133.0 251.15 (360°-150°) 127.15 307.125 (151°-359°) **OAKLAND CENTER** MUNSO 128.7 307.0 385 MR ---N36°37.25′ W121°56.32 **SALINAS** 117.3 SNS ∷: Chan 120 **PEBBS** N36°31.20′ W121°56.23' SW-2, 23 SEP 2010 to 21 OCT 2010 CARME N36°27.31′ № W121°52.78′ **BIG SUR** 114.0 BSR .... Chan 87 N36°10.88′ W121°38.53′ L-3, H-4

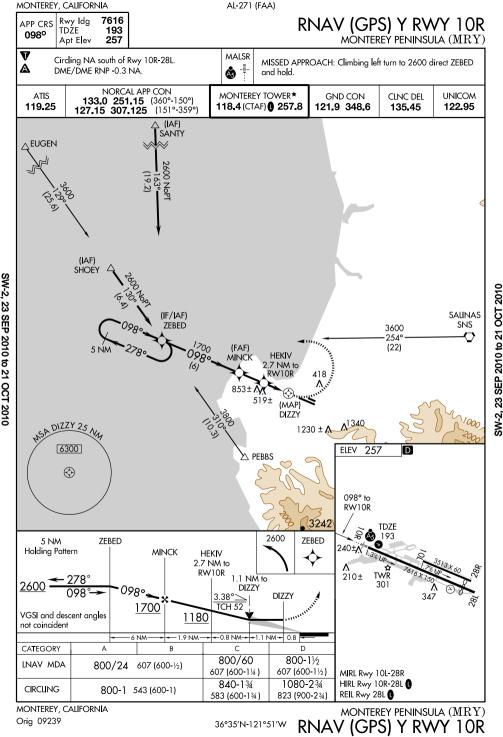
From over BSR VORTAC via BSR R-309 to PEBBS Int/DME Fix, thence via 344° course to MUNSO LOM. Expect ILS Runway 10R Approach.

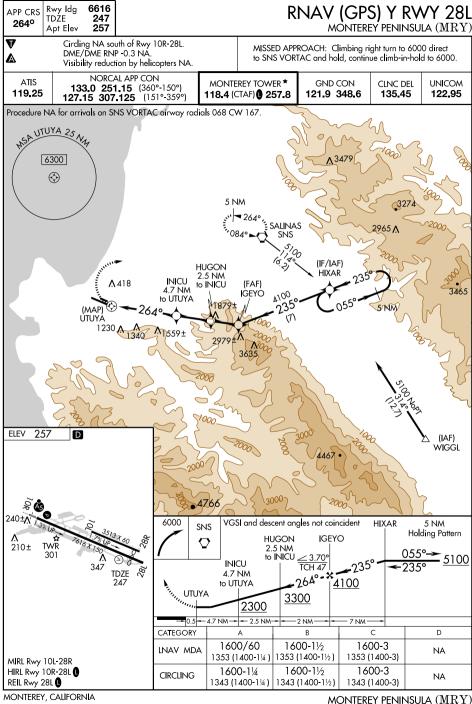
# PEBBS ONE ARRIVAL

SW-2, 23 SEP 2010 to 21 OCT 2010

NOTE: ADF required







AL-271 (FAA)

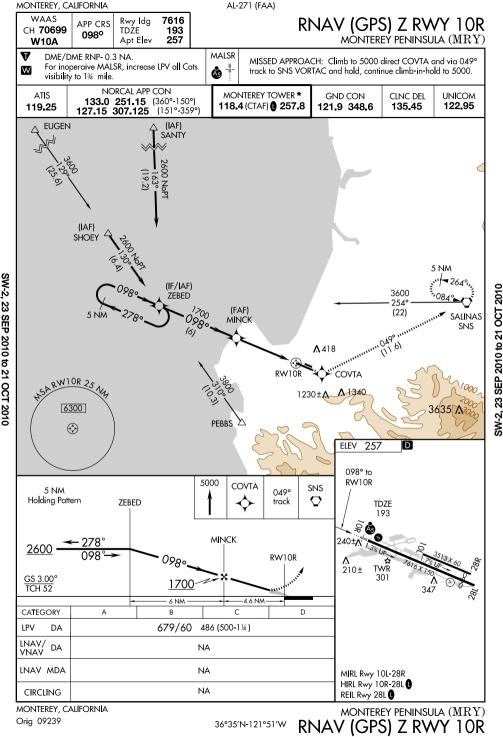
Orig 09239

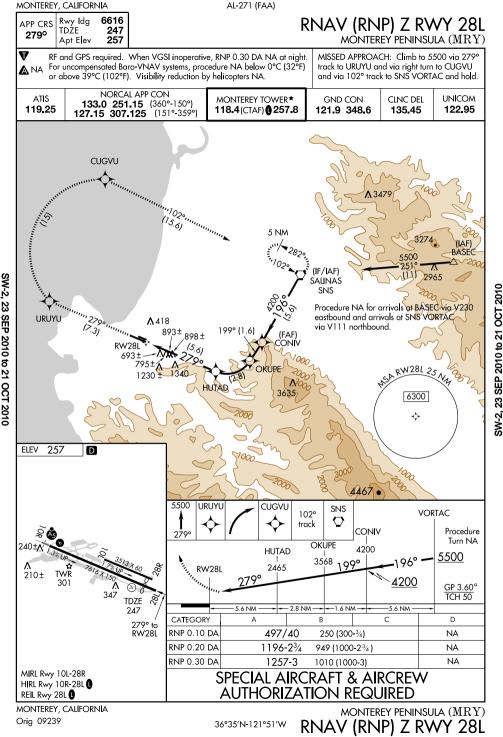
MONTEREY, CALIFORNIA

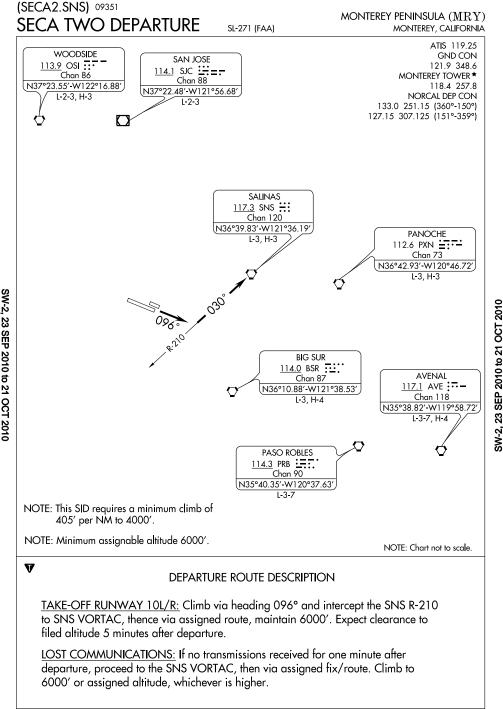
SW-2,

23 SEP 2010 to 21 OCT 2010

36°35′N-121°51′W







# SECA TWO DEPARTURE

NOTE: Chart not to scale.



SW-2, 23 SEP 2010 to 21 OCT 2010

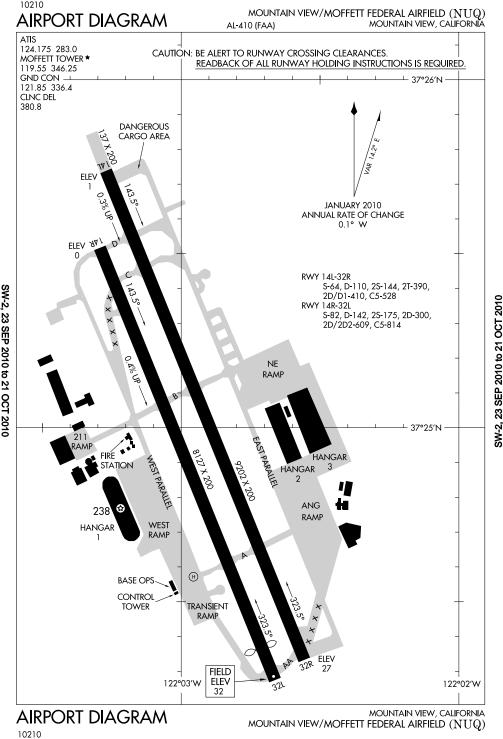
#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10L/R: Climb runway heading to 1100', then climbing left turn heading 060°. Expect vectors to filed route after passing SNS R-210. Maintain 6000' or assigned higher altitude. Expect clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure climb direct SNS VORTAC, then via assigned fix/route. Maintain 6,000' or assigned higher altitude.

## TORO FIVE DEPARTURE

a minimum climb of 400' per NM to 4000'.



**RWY 14L:** TDZL. PAPI(P4L)—GA 3.0° TCH 52′. 0.3% up. **RWY 32R:** ALSF1. TDZL. PAPI(P4L)—GA 3.0° TCH 52′.

(NUO)(KNUO) NASA (ANG)

NOTAM FILE NUO

RWY 32L: Thid depict 605'.

UTC-8(-7DT)

SAN FRANCISCO

DIAP. AD

H-3B, L-2F, 3B, A

CL

HIRL

340°-040° bvd 35 NM blo 5.500'

HIRL

3 N

Not insp.

S-64, D-110, 2S-144, 2T-390, 2D/D1-410, C5-528

S-82, D-142, 2S-175, 2D-300, 2D/2D2-609, C5-814

Unmonitored 0700-1500Z‡. Radar or DME required.

LOC only. LOC unusable byd 25° rgt side of course. Unmonitored

MOFFETT FEDERAL AIRFIELD

RWY 14R: 0.4% up.

32

N37°24.97' W122°02.95'

B TPA—See Remarks

RWY 14R-32L: H8127X200 (ASPH)

130°-150° byd 20 NM blo 4,000'

I-MNO

0700-1500Z‡. Radar required for holding.

Rwy 32R.

Rwv 14L.

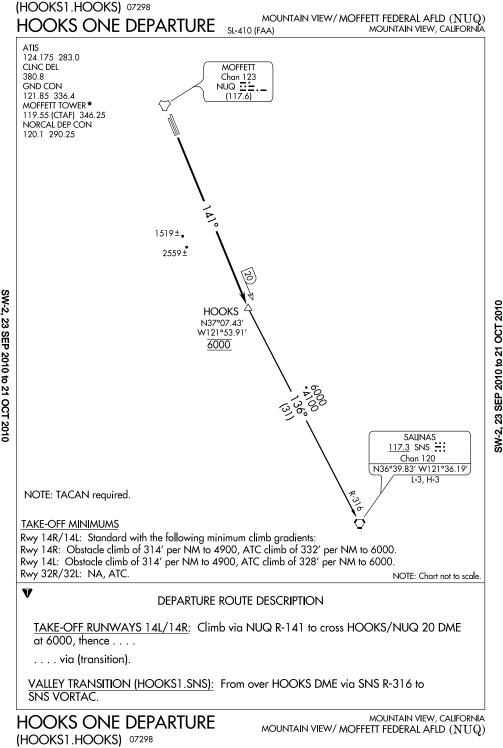
I–NUQ

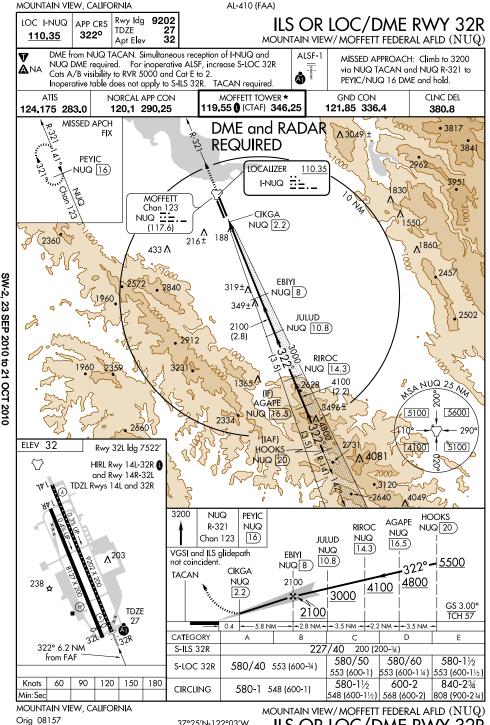
ILS 110.35

ILS/DME 110.35

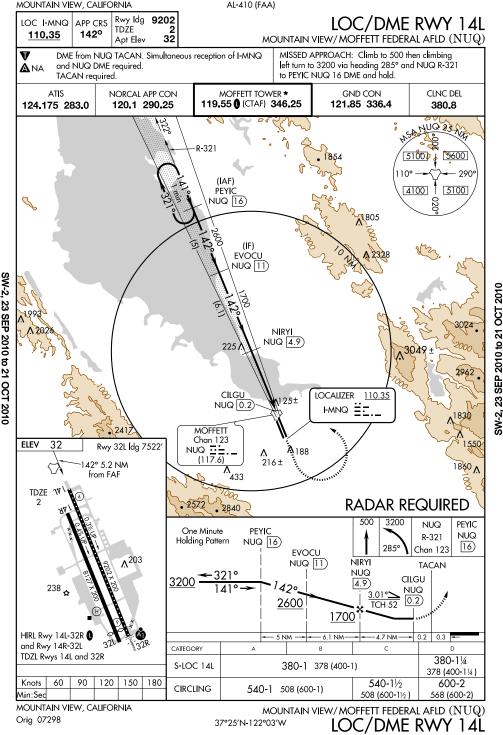
RWY 14L-32R: H9202X200 (CONC)

MILITARY SERVICE: LGT When twr clsd. ACTIVATE HIRL Rwv 14L-32R and ALSF1 Rwv 32R-CTAF. JASU (AM32A-60) (AM32A-86). **FUEL** J8 Mon-Fri 1700-0200Z‡, Itd svc weekend call 650-965-3400. FLUID SP LOX Ltd avbl. OIL 0-117-133-148-156. TRAN ALERT Ltd gnd support equipment avbl. Ltd terminal svc avbl. MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks, RSTD PPR NASA Base OPS opr 1430-0630Z±, DSN 359-9213/14, C650-603-9213/4. Recommend Standard Instrument Departure, expect delay for radar vectors. Twy C clsd during dalgt hrs. CAUTION Possible strong updraft vicinity NASA/AMES wind tunnel located W side of afld. Rwy 14R-32L prefer rwy for ldg heavy weight acft unless IFR cond exist at fld. Bird Hazard. TFC PAT TPA—1000(968) Rwy 14L/R, 1500(1468) Rwy 32L/R. Minimum altitude 75' AGL over highway at S boundary. Ltd transient practice apch/touch-and-go. Transient jet practice apch/touch-and-go rgr arpt manager approval. NS ABTMT No jet dep Rwv 14L/R between hrs of 0700-1300Z±. CSTMS/AG/IMG Customs. Agriculture, Immigration avbl only by prior notice Mon-Fri 1700-0100Z‡ except holidays. MISC Acft rgr support svc must be sponsored by resident/tenant activity. Update ETA +15 minutes at least 2 hr prior arr. Twr frequency monitor by NASA Fire/Security, Flight plan syc provided by Base OPS, ANG Opr Mon-Thu 1330-2400Z±. Ops DSN 359-9357. C650-603-9357, Comd Post DSN 359-9333, Comd Post 650-603-9333, All ANG C130 and H60 acft ctc 129th OSF/OSA for ramp/rstd area access and parking. Ltd fuel and maintenance sycs. No passenger, lodging or transportation svcs avbl. Tran acft parking ltd ctc 129th OSF/OSA DSN 359-9357 for access. WEATHER DATA SOURCES: ASOS 124.175 283.0 (C650) 604-1529. COMMUNICATIONS: SFA CTAF 119 55 ATIS 124 175 283 0 R NORCAL APP CON 120.1 133.95 134.5 135.2 290.25 317.6 338.2 TOWER 119.55 340.2 346.25 (1500-0700Z‡) GND CON 121.85 336.4 **CLNC DEL** 380.8 R NORCAL DEP CON 120.1 135.65 270.35 310.8 BASE OPS 251.7 ANG 390.9 5711 (Opr 1400-2330Z‡. SQ OPS call MOFFETT RESCUE. 5711 Upper Side Band) AIRSPACE: CLASS D svc 1500-0700Z±, other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE OAK WOODSIDE (L) VORTACW 113.9 OSI Chan 86 N37°23.55′ W122°16.88′ 066° 11.2 NM to fld. 2270/17E. (L) TACAN Chan 123 NUO (117.6) N37°25.94′ W122°03.45′ 140° 1.1 NM to fld. 4/17E. TACAN unusable: 040°-095° bvd 20 NM blo 5.500' 150°-280° bvd 10 NM blo 3.500′





ILS OR LOC/DME RWY 32R



(PYE.PYE1) 09127 POINT REYES ONE ARRIVAL SAN FRANCISCO, CALIFORNIA ST-375 (FAA) NORCAL APP CON 133.95 317.6 MAXWELL SAN FRANCISCO TOWER 110.0 MXW .... 120.5 269.1 Chan 37 SAN FRANCISCO INTL ATIS N39°19.06′-W122°13.29′ 113.7 118.85 SAN CARLOS TOWER★ 119.0 326.2 SAN CARLOS ATIS 125.9 MENDOCINO PALO ALTO TOWER★ 112.3 ENI 118.6 PALO ALTO ATIS N39°03.19′-W123°16.45′ 135.275 L-2, H-3 MOFFETT FEDERAL AFLD TOWER★ 650 1840 (80) 119.55 346.25 SACRAMENTO MOFFETT FEDERAL AFLD ATIS 11<u>5.2</u> SAC <u>:::</u>\_\_ 124.175 283.0 SANTA ROSA Chan 99 SAN JOSE TOWER★ 113.0 STS ∷ N38°26.62′-W121°33.10′ 124.0 257.6 Chan 77 L-2-3, H-3 NORMAN Y. MINETA **POPES** SAN JOSE INTLATIS N38°29.16 V494 126.95 W122°20.75' REID-HILLVIEW TOWER★ 5000 R-077 119.8 RWY 13L/31R 22) 257° 126.1 RWY 13R/31L (38)**REID-HILLVIEW ATIS** 125.2 SCAGGS ISLAND 112.1 SGD <u>∺</u>:.• Chan 58 SAUSALITO 116.2 SAU ::-POINT REYES Chan 109 113.7 PYE :--=-Chan 84 N38°04.79′-W122°52.07′ SAN FRANCISCO 115.8 SFO <u>∷</u> <u>-</u> . R-243 \_ Chan 105 STINS N37°49.42' OAKLAND W122°45.40′ 116.8 OAK ... Chan 115 SAN FRANCISCO INTL PALO ALTO AIRPORT OF SANTA CLARA COUNTY (£) SAN CARLOS NORMAN Y. MINETA SAN JOSE INTL 076°→ **HADLY** (14) R-256 MOFFETT N37°24.14' FEDERAL AFLD W122°34.54' RÉID-HILLVIEW OF SANTA CLARA WOODSIDE COUNTY 113.9 OSI ... Chan 86 NOTE: SACRAMENTO Transition to be used N37°23.55'-W122°16.88' only when assigned by ATC.

POINT REYES ONE ARRIVAL

SAN FRANCISCO, CALIFORNIA

(NARRATIVE ON FOLLOWING PAGE)

23 SEP 2010 to 21 OCT 2010

NOTE: Chart not to scale.

23 SEP 2010 to 21 OCT 2010

POINT REYES ONE ARRIVAL

SW-2, 23 SEP 2010 to 21 OCT 2010

#### ARRIVAL DESCRIPTION

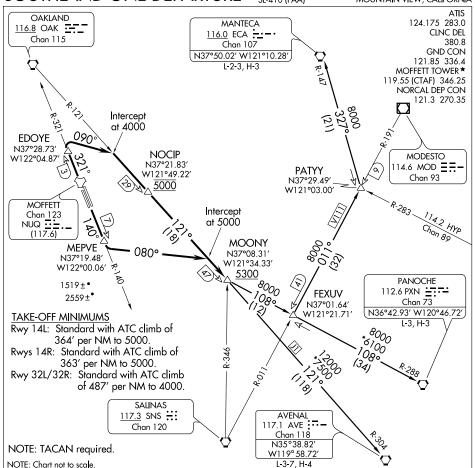
MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence....

 $\underline{\text{MENDOCINO TRANSITION (ENI.PYE1):}} \ \text{From over ENI VORTAC via ENI R-146} \\ \text{and PYE R-325 to PYE VORTAC. Thence....}$ 

SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence....

....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course.

(SOLN1.MOONY) 10266 SOUTHLAND ONE DEPARTURE MOUNTAIN VIEW/ MOFFETT FEDERAL AFLD (NUQ)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 14L/14R: Climb via NUQ R-140 to MEPVE/NUQ 7 DME, then climbing left turn via heading 080° to intercept OAK R-121 at 5000, then via OAK R-121 to MOONY INT, thence . .

TAKE-OFF RUNWAYS 32L/32R: Climb via NUQ R-321 to EDOYE/NUQ 3 DME, then climbing right turn via heading 090° to intercept OAK R-121 at 4000, then via OAK R-121 to cross NOCIP/OAK 29 DME at 5000, then via OAK R-121 to MOONY INT, thence . . . .

. . cross MOONY INT at or above 5300, then via (Transition).

AVENAL TRANSITION (SOLN1.AVE): From over MOONY INT via OAK R-121 and AVE R-304 to AVE VORTAC.

MANTECA TRANSITION (SOLN1.ECA): From over MOONY INT via PXN R-288,

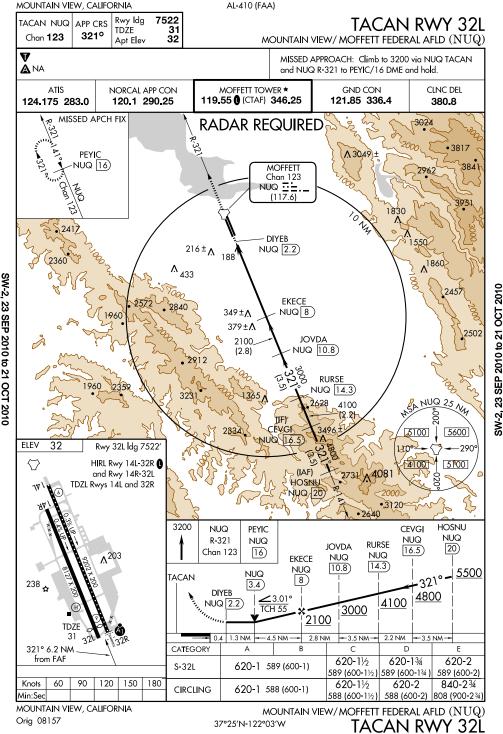
MOD R-191, and ECA R-147 to ECA VORTAC. PANOCHE TRANSITION (SOLN1.PXN): From over MOONY INT via PXN R-288 to

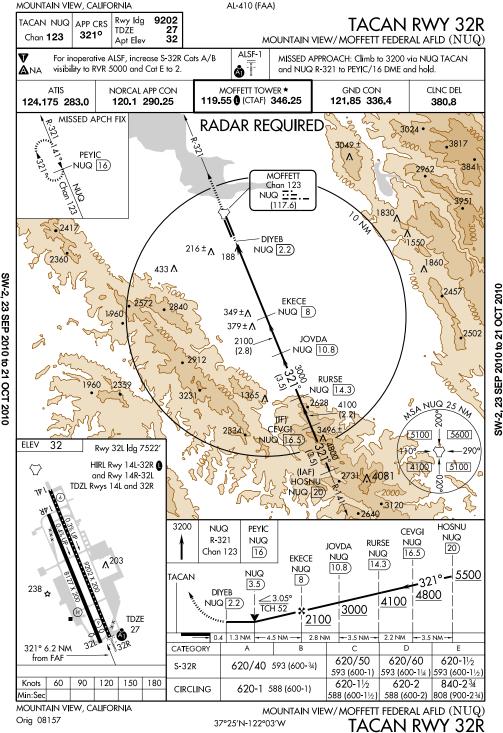
PXN VORTAC.

# SOUTHLAND ONE DEPARTURE MOUNTAIN VIEW/ MOFFETT FEDERAL AFLD (NUQ)

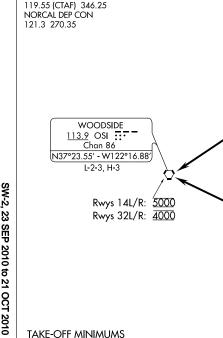
SW-2, 23 SEP 2010 to 21 OCT 2010

SW-2,





(OSI1.OSI) 07298 MOUNTAIN VIEW/MOFFETT FEDERAL AFLD (NUQ) WOODSIDE ONE DEPARTURE MOUNTAIN VIEW, CALIFORNIA SL-410 (FAA)



124.175 283.0 CLNC DEL 380.8 **GND CON** 121.85 336.4 MOFFETT TOWER ★

**EDOYE** N37°28.73' N122°04.87 MOFFETT Chan 123 NUQ =:. (117.6)MEPVE N37°19.48' W122°00.06' 1519± 2559 ± Rwy 14L/14R: Standard with minimum climb of 402' per NM to 5000.

NOTE: TACAN required.

NOTE: Chart not to scale.



#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 14L/14R: Climb via NUQ R-140 to MEPVE/NUQ 7 DME, then right turn direct to cross OSI VORTAC at 5000, thence . . . .

TAKE-OFF RUNWAYS 32L/32R: Climb via NUQ R-321 to EDOYE/NUQ 3 DME, then turn left direct to cross OSI VORTAC at 4000, thence . . . .

. . . . via RADAR vectors or assigned route.

Rwy 32R: Standard with minimum climb of 250' per NM to 4000. Rwy 32L: Standard with minimum climb of 246' per NM to 4000.

WOODSIDE ONE DEPARTURE

MOUNTAIN VIEW, CALIFORNIA

SW-2, 23 SEP 2010 to 21 OCT 2010

MOUNTAIN VIEW/ MOFFETT FEDERAL AFLD (NUQ) (OSI1.OSI) 07298

**CALIFORNIA** 135 MORRO BAY N35°15.14′ W120°45.57′ NOTAM FILE HHR. INS ANGELES (L) VORTACW 112.4 MOO Chan 71 083° 5.9 NM to San Luis Co Rgnl. H-4H, L-3D, 7A 1463/16E. VOR portion unusable: 290°-315° byd 7 NM blo 4,000' 297°-315° bvd 13 NM blo 7.000' 315°-090° byd 7 NM blo 7,000′ MOUNTAIN VALLEY (See TEHACHAPI) MOUNTAIN VIEW N37°19.13′ W122°08.81′ SAN FRANCISCO RCO 122.5 (OAKLAND RADIO) H-3A, L-2F MOUNT SHASTA MHS N41°19.00′ W122°19.00′/3538. KI AMATH FALLS ASOS 530-926-1613. L-21 MOUNT TAMALPAIS N37°55.65' W122°35.32' SAN FRANCISCO RCO 122.35 (OAKLAND RADIO) H-3A, L-2F, A MUNN FLD (See CAMP PENDLETON MCAS) MUNSO N36°37.25′ W121°56.32′ NOTAM FILE MRY. SAN FRANCISCO NDB (LOM) 385 MR 099° 5.1 NM to Monterey Peninsula. MURRAY FLD (See EUREKA) MURRIFTA/TFMFCULA FRENCH VALLEY (F7Ø) 2 NE UTC-8(-7DT) N33°34.45′ W117°07.71′ LOS ANGELES 1350 B S4 FUEL 100LL, JET A OX 2 TPA-2350(1000) NOTAM FILE RAL COPTER RWY 18-36: H6000X75 (ASPH) S-30 MIRL H-41, L-4H RWY 18: REIL. PAPI(P2L)-GA 3.0° TCH 36'. Road. IAP RWY 36: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Rgt tfc. AIRPORT REMARKS: Attended 1400-0200Z‡. Self service 100LL fuel avbl. For jet fuel after hours call 951-694-7960. Ultralight activity in vicinity of arpt. All departures—noise sensitive areas to N and S, best rate of climb to TPA before departing the pattern. Calm wind-use Rwy 18. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36. REIL Rwy 18 and Rwy 36 and taxiway lights-CTAF. WEATHER DATA SOURCES: AWOS-3 119.025 (951)696-1018. COMMUNICATIONS: CTAF/UNICOM 122.8 (R) MARCH APP/DEP CON 133.5 (1500-0700Z‡) clsd holidays, other times ctc R SOCAL APP/DEP CON 134.0. RADIO AIDS TO NAVIGATION: NOTAM FILE CRO. OCEANSIDE (H) VORTAC 115.3 OCN Chan 100 N33°14.44' W117°25.06' 021° 24.8 NM to fld. 53/15E. COMM/NAV/WEATHER REMARKS. March provides Ground Control App (GCA) radar. When March GCA clsd ctc SOCAL for CLNC DEL at 1-800-448-3724 NAPA LAKE BERRYESSA SPB (E20) 20 NE UTC-8(-7DT) N38°35.49' W122°15.57' SAN FRANCISCO 440 TPA-1240(800) NOTAM FILE OAK WATERWAY 14-32: 13000X2000 (WATER)

SEAPLANE REMARKS: Unattended. All Idgs must be at least 1000' from shore. No Idgs authorized on exposed roads on dry lake bed. Floating debris exercise care. Overnight moorage at marinas only. No training flights allowed. PPR

WATERWAY 32: Hill.

WATERWAY 15: Hill.

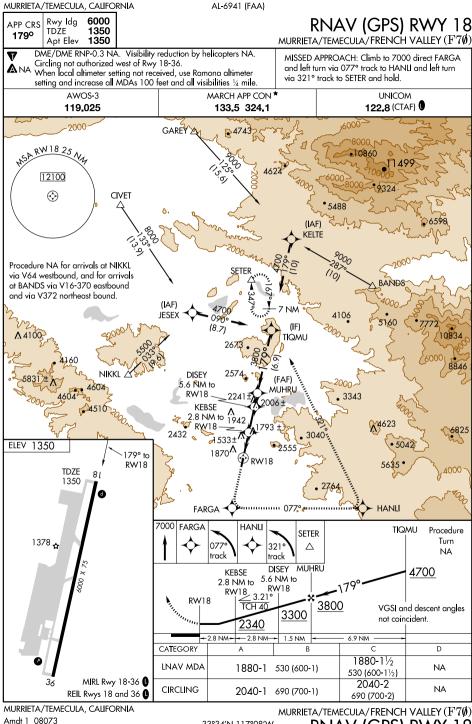
WATERWAY 31: Hill.

WATERWAY 15-33: 10500X1500 (WATER)

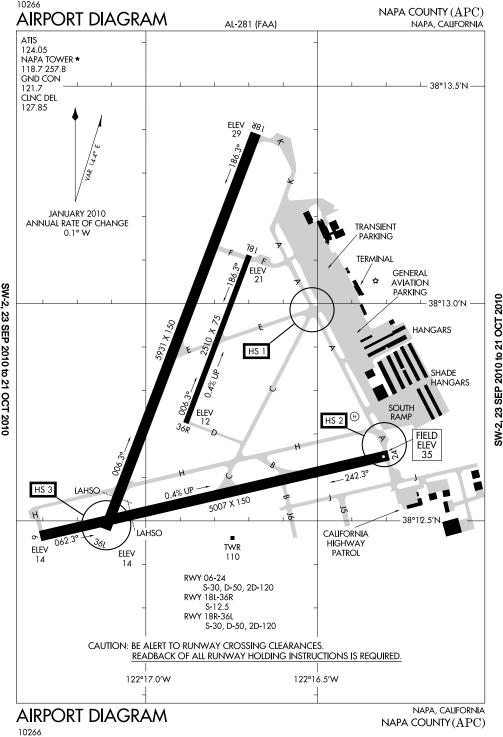
WATERWAY 13-31: 7000X2000 (WATER)

for use of resorts facilities. COMMUNICATIONS: CTAF 122 9

WATERWAY 33: Hill.



SW-3, 23 SEP 2010 to 21 OCT 2010



B S4 FUEL 100LL, JET A OX 3, 4 TPA—1035(1000)

N38°12.79′ W122°16.84′

S-30, D-50, 2D-120

DIST AVBL

5450

3700

**NAPA CO** (APC) 5 S UTC-8(-7DT)

RWY 18R: PAPI(P4L)—GA 3.25° TCH 52', Rgt tfc.

RWY 18L-36R: H2510X75 (ASPH) S-12.5

06-24

18R-36L

RWY 06-24: H5007X150 (CONC) S-30, D-50, 2D-120

RWY 24: Tree.

HOLD SHORT POINT

AIRPORT REMARKS: Attended 1400-0500Z‡. For fuel svc 0500-1400Z‡ call 707-224-0887. Unlgt bridge 1 NM S, 167' AGL. Asph apron strength 12.500-30.000 lbs gross weight single wheel. Flocks of

and during rainy weather. When tower clsd, ACTIVATE MIRL Rwy 18R-36L and Rwv 06-24, REIL Rwv 06, PAPI Rwv 18R and MALS

COMMUNICATIONS: CTAF 118.7 ATIS 124.05 (707) 255-2847

AIRSPACE: CLASS D svc 1500-0400Z tother times CLASS G.

RWY 18R-36L: H5931X150 (CONC)

MIRL 0.4% up NE

RWY 36L: MALS. Tree.

RWY 06: REIL.

RWY 18R

Rwv 36L-CTAF.

UNICOM 122.95

ILS 111.3

RWY 24

RWY 36R: Rgt tfc. LAND AND HOLD SHORT OPERATIONS LANDING

NOTAM FILE APC H-3B, L-2F, 3A, A IAP. AD

R OAKLAND CENTER APP CON 127.8 OAKLAND CENTER DEP CON 127.8

RADIO AIDS TO NAVIGATION: NOTAM FILE APC. SCAGGS ISLAND (L) VORTACW 112.1

I-APC

TOWER 118.7 (1500-0400Z±)

WEATHER DATA SOURCES: ASOS (707) 252-7916.

Rwv 36L. (LOC only), Unmonitored when twr clsd.

GND CON 121.7 CLNC DEL 127.85

NOTAM FILE EED

1.3% up NW

2.0% up SW

11-29 and Rwy 02-20, REIL Rwy 11 and Rwy 29-CTAF, PAPI Rwy 11, Rwy 29, Rwy 02 and Rwy 20 opr

5 S UTC-8(-7DT) N34°45.98' W114°37.40'

NEEDLES (EED)

NAVAL BASE VENTURA CO (See POINT MUGU NAS)

S2 FUEL 100LL, JET A TPA-1983(1000) RWY 11-29: H5005X100 (ASPH) S-16, D-32

MIRL RWY 11: REIL. PAPI(P2L)-GA 3.0° TCH 40'. RWY 29: REIL, PAPI(P2L)-GA 3.0° TCH 40'. RWY 02-20: H4235X100 (ASPH) S-16, D-32 MIRL

RWY 02: PAPI(P2L)-GA 3.0° TCH 30'. RWY 20: PAPI(P2L)-GA 3.0° TCH 40'. AIRPORT REMARKS: Attended 1600-0100Z‡. Arpt attended by Paradice Aviation 760-326-5263. ACTIVATE MIRL Rwy

continuously. WEATHER DATA SOURCES: ASOS 128.325 (760) 326-4281. COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.1R 115.2T (PRESCOTT RADIO)

(R) L.A. CENTER APP/DEP CON 134.65 AIRSPACE: CLASS E svc 1600-0000Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE EED.

(See GRASS VALLEY)

(See COALINGA)

(H) VORTAC 115.2 EED VOR unusable: 100°-130°bevond 27 NM below 6600' 170°-220°beyond 20 NM below 5800'

Chan 99 N34°45.96′ W114°28.45′ 255° 7.4 NM to fld. 620/15E.

NERVINO (See BECKWOURTH)

NEVADA CO AIR PARK

NEW COALINGA MUNI

gulls and numerous birds in vicinity of airport and on rwys Oct-April

SGD Chan 58 N38°10.76′ W122°22.39′

048° 4.8 NM to fld. 10/17E.

H-4J. L-7E

SAN FRANCISCO

PHOENIX IAP

HIWAS.

220°-280°bevond 35 NM below 6800'

#### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

increased risk has been reduced or el	liminated.	
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	•
HAYWARD, CA	ПЗ 4	Rwy 32L apch, Twy A.
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
HATWARD EXECUTIVE (HWD)	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA	110 3	Area not visible nom ATCT.
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
CASTLE (MEK)	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA	110 2	Twy A and southeast ramp, trainc congestion.
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
NAPA COUNTY (APC)	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA	110 3	Rwy 24 and Rwy 30L.
METROPOLITAN OAKLAND		
	HS 1	Duni 27D Tuni A and Tuni D
INTL (OAK)	HS 2	Rwy 27R, Twy A and Twy B. Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
		Rwy 09L-27R, 1wy H, 1wy G, 1wy C and 1wy D.  Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex
	HS 3	
CAODAMENTO OA		int.
SACRAMENTO, CA	HS 1	Duri 40D 04L and Turi A40
SACRAMENTO INTL (SMF)	по і	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
e, in the ment (ente)		Thy Traina Thy o mit in alooo proximity of truly oo zo.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
, ,	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		•
NORMAN Y. MINETA SAN		
JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

23 SEP 2010 to 21 OCT 2010

<sup>\*</sup>See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

#### LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT LDG RWY HOLD-SHORT POINT MEASURED DISTANCE

NAPA, CA

23 SEP 2010 to 21 OCT 2010

NAPA COUNTY (APC) 18R 06-24 5,450 feet 24 18R-36L 3,700 feet

W122°12.01′

OAKLAND

116.8 OAK ... Chan 115

N37°43.56′ - W122°13.42′

L-2-3, H-3

4000 4000 167° (16)

R-347

#### LIZRD THREE DEPARTURE ATIS 124.05 TAKEOFF OBSTACLES: GND CON Rwy 18L: Tree 4982' from departure end of runway, 237' left of centerline, 58' AGL/92'MSL. 121.7 Rwy 24: Bridge 4964' from departure end of runway, 1716' right of centerline, 167' AGL/167'MSL. **OAKLAND CENTER** Rwy 36R: Floodlight 462' from departure end of runway, 339' right of centerline, 29' AGL/53' MSL. 127.8 353.5 Tree 8701' from departure end of runway,1286 right of centerline, 70' AGL/289' MSL Tree 8838' from departure end of runway, 2299' right of centerline, 64' AGL/383' MSL. Rwy 36L: Trees 7061' from departure end of runway, 1800' right of centerline, 70' AGL/289' MSL. Pole 12845' from departure end of runway, 1471' right of centerline, 53' AGL/372' MSL. Pole 13005' from departure end of runway, 3483' right of centerline, 39' AGL/558' MSL. Tree 19688' from departure end of runway, 2155' right of centerline, 100' AGL/894' MSL. SANTA ROSA 113.0 STS ∷: SCAGGS ISLAND Chan 77 N38°30.49' 112.1 SGD =:... Chan 58 W122° 48.64′ N38°10.76′-W122°22.39′ L-2-3 CONCORD 117.0 CCR =:=: **CROIT** 4100 3000 N38°03.37' 13) \*4100 R-075 \*2600 W122°11.66′ 255 075° L-2-3 LAKCI (15)N38°04.23' R-259. LIZRD W122°35.22' POINT REYES 113.7 PYE N38°03.53' W122°15.74' Chan 84 3000 SAUSALITO 116.2 SAU ::-SABLO R.035 NOTE: Chart not to scale. Chan 109 N37°59.45'

Rwys 18L/R, 36L/R and 24: Standard with the following minimum climb requirements:

TAKEOFF MINUMUMS:

Rwy 6: NA-Obstacles.

23 SEP 2010 to 21 OCT 2010

Rwys 18L/R: Obstacle climb rate standard, ATC climb rate of 295' per NM to 3000'.

Rwy 24: Obstacle climb rate standard, ATC climb rate of 260' per NM to 3000'.

Rwys 36L/R: Obstacle climb rate of 370' per NM to 1200'. V

## DEPARTURE ROUTE DESCRIPTION

R-045

TAKE-OFF RUNWAYS 18L/R: Climb via 180° heading to intercept and proceed outbound via the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3000'. Thence. . . .

TAKE-OFF RUNWAY 24: Turn left, climb via 180° heading to intercept and proceed outbound via the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3000'. Thence....

TAKE-OFF RUNWAYS 36L/R: Turn left direct SGD VORTAC, proceed outbound via the SGD

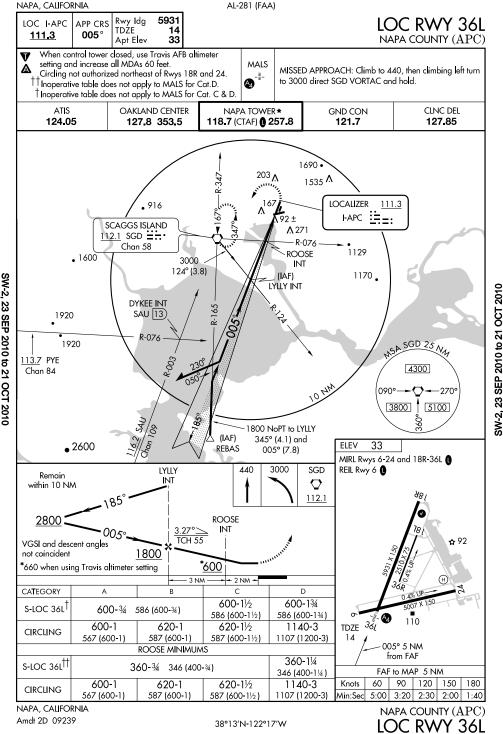
R-127 to LIZRD INT. Cross LIZRD INT at or above 3000'. Thence. . . . . . . . via (transition) or (assigned route).

CROIT TRANSITION (LIZRD3.CROIT): From over LIZRD INT via PYE R-075 to CROIT INT.

OAKLAND TRANSITION (LIZRD3.OAK): From over LIZRD INT via SGD R-127 and OAK R-347 to OAK VORTAC.

SANTA ROSA TRANSITION (LIZRD3.STS): From over LIZRD INT via PYE R-075 and STS R-142 to STS VOR/DME.

## LIZRD THREE DEPARTURE



# ATIS 124.05 GND CON 121.7 **OAKLAND CENTER** 127.8 353.8 SCAGGS ISLAND 11<u>2.1</u> SGD <u>∺</u>:.• Chan 58 N38°10.76′ - W122°22.39′ L-2-3 TAKE-OFF MINIMUMS Rwy 6: NA-Obstacles. Rwy 18R, 18L: Standard. 2000 Rwy 24: 300-1 or standard with minimum climb of 245' per NM to 300'. Rwy 36L, 36R: Standard with minimum climb of 410' per NM to 1400'.

TAKE-OFF OBSTACLE NOTES Rwy 18R: Tree 3191' from DER, 750' left of centerline, 67' AGL/106' MSL.

Rwy 24: OL on bldg 4950' from DER, 1630' right of centerline, 162' AGL/169' MSL. Bridge 4963' from DER, 1714' right of centerline, 167' AGL/167' MSL.

Trees beginning at 2651' from DER, 527' left of centerline, up to 104' AGL/133' MSL. Rwy 36R: Trees beginning 1.43 NM from DER, 1289' right of centerline, up to 79' AGL/385' MSL. Multiple light poles, beginning 262' from DER, 333' right of centerline, up to

> 30' AGL/59' MSL. Windsock, 628' from DER, 282' left of centerline, 20' AGL/49' MSL.

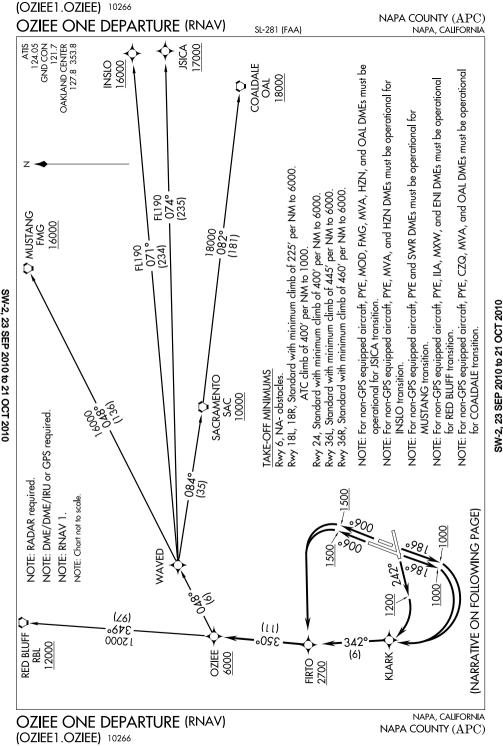
Rwy 36L: Trees and terrain, beginning at DER, 345' right of centerline, up to 120' AGL/160' MSL.

Railroad 594' from DER, 517' right of centerline, 23' AGL/44' MSL. NOTE: Chart not to scale.



TAKE-OFF RUNWAY 18L, 18R: Turn right direct SGD VORTAC, thence. . . . TAKE-OFF RUNWAYS 24, 36L, 36R: Turn left direct SGD VORTAC, thence. . . .

aircraft departing SGD VORTAC R-060 CW R-270 climb on course. All other aircraft continue climb via SGD VORTAC R-165 to 2000, then right turn direct SGD VORTAC, before proceeding on course.



**OZIEE ONE DEPARTURE (RNAV)** 

SL-281 (FAA)



SW-2, 23 SEP 2010 to 21 OCT 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 186° to 1000', then right turn direct KLARK, and via track 342° to cross FIRTO at or above 2700, and via track 350° to cross OZIEE at or above 6000, thence. . . .

TAKE-OFF RUNWAY 18R: Climb heading 186° to 1000', then right turn direct KLARK, and via track 342° to cross FIRTO at or above 2700, and via track 350° to cross OZIEE at or above 6000, thence. . . .

TAKE-OFF RUNWAY 24: Climb heading 242° to 1200', then right turn direct KLARK, and via track 342° to cross FIRTO at or above 2700, and via track 350° to cross OZIEE at or above 6000, thence. . . .

TAKE-OFF RUNWAY 36L: Climb heading 006° to 1500', then left turn direct to cross FIRTO

at or above 2700, and via track 350° to cross OZIEE at or above 6000, thence. . . . TAKE-OFF RUNWAY 36R: Climb heading 006° to 1500', then left turn direct to cross FIRTO at or above 2700, and via track 350° to cross OZIEE at or above 6000, thence. . . .

....(transition). Maintain assigned altitude, expect filed altitude 10 minutes after departure.

COALDALE TRANSITION (OZIEE1.OAL) INSLO TRANSITION (OZIEE1.INSLO) JSICA TRANSITION (OZIEE1.JSICA) MUSTANG TRANSITION (OZIEE1.FMG)

RED BLUFF TRANSITION (OZIEE1.RBL)

## TAKE-OFF OBSTACLE NOTES

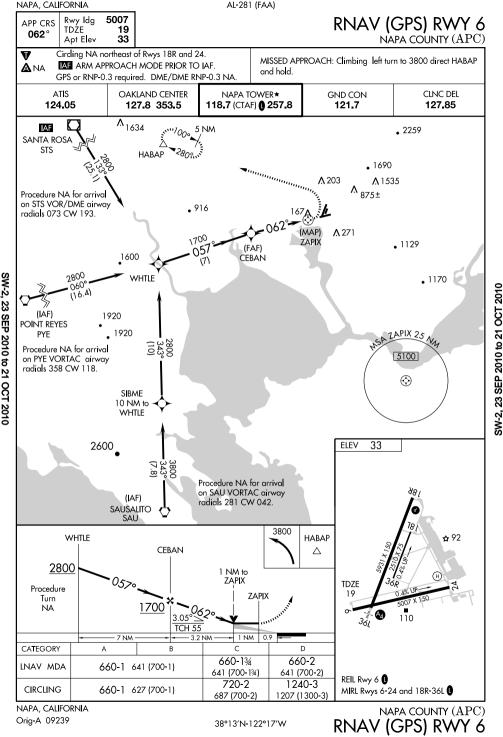
Rwy 18R: Tree 3191' from DER, 750' left of centerline, 67' AGL/106' MSL. Rwy 24: OL on bldg 4950' from DER, 1630' right of centerline, 162' AGL/169' MSL.

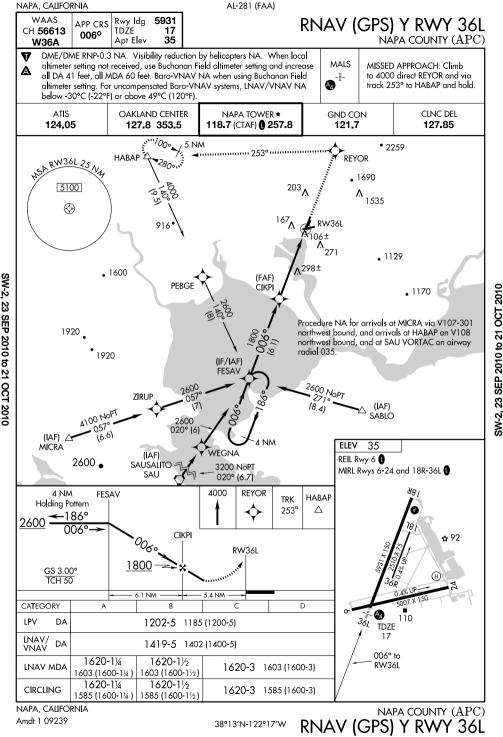
Bridge 4963' from DER, 1714' right of centerline, 167' AGL/167' MSL.

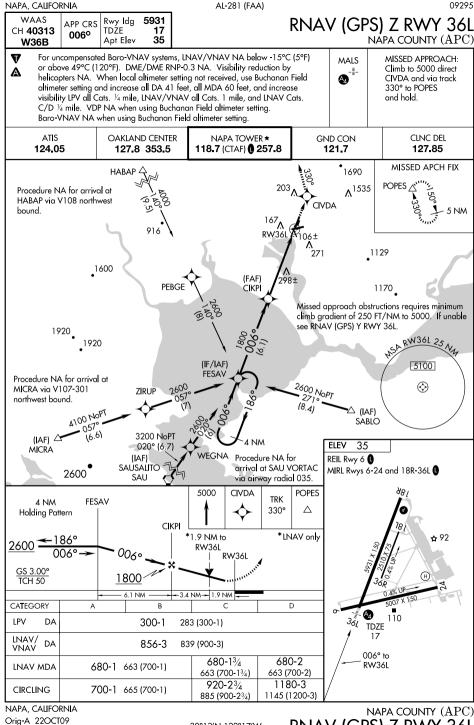
Trees beginning at 2651' from DER, 527' left of centerline, up to 104' AGL/133' MSL. Rwy 36R: Trees beginning 1.43 NM from DER, 1289' right of centerline, up to 79' AGL/385' MSL. Multiple light poles, beginning 262' from DER, 333' from right of centerline, up to 30' AGL/59' MSL.

Windsock, 628' from DER, 282' left of centerline, 20' AGL/49' MSL.

Rwy 36L: Trees and terrain, beginning at DER, 345' right of centerline, up to 120' AGL/160' MSL. Railroad 594' from DER, 517' right of centerline, 23' AGL/44' MSL.



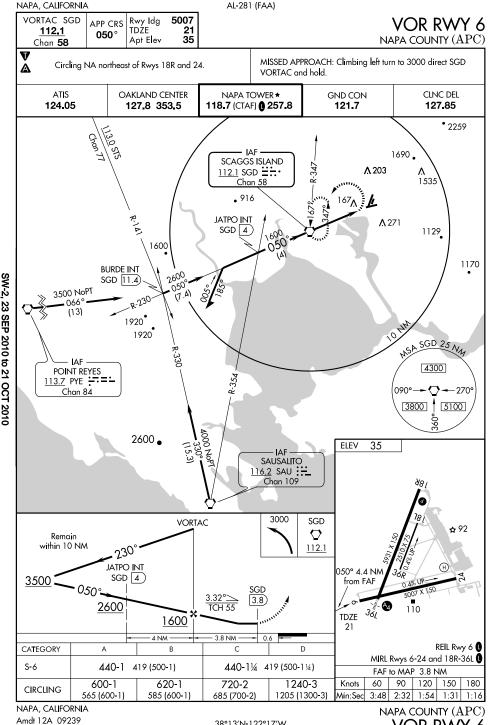




SW-2,

23 SEP 2010 to 21 OCT 2010

RNAV (GPS) Z RWY 36L



**NAPA CO** (APC) 5 S UTC-8(-7DT)

RWY 18R: PAPI(P4L)—GA 3.25° TCH 52', Rgt tfc.

RWY 18L-36R: H2510X75 (ASPH) S-12.5

06-24

18R-36L

RWY 06-24: H5007X150 (CONC) S-30, D-50, 2D-120

RWY 24: Tree.

HOLD SHORT POINT

COMMUNICATIONS: CTAF 118.7 ATIS 124.05 (707) 255-2847

AIRPORT REMARKS: Attended 1400-0500Z‡. For fuel svc 0500-1400Z‡ call 707-224-0887. Unlgt bridge 1 NM S, 167' AGL. Asph apron

RWY 18R-36L: H5931X150 (CONC)

MIRL 0.4% up NE

RWY 36L: MALS. Tree.

RWY 06: REIL.

RWY 18R

RWY 24

RWY 36R: Rgt tfc. LAND AND HOLD SHORT OPERATIONS LANDING

N38°12.79′ W122°16.84′ B S4 FUEL 100LL, JET A OX 3, 4 TPA—1035(1000)

S-30, D-50, 2D-120

DIST AVBL

5450

3700

NOTAM FILE APC

IAP. AD

048° 4.8 NM to fld. 10/17E.

PHOENIX

IAP

H-4J. L-7E

HIWAS.

220°-280°bevond 35 NM below 6800'

SAN FRANCISCO

H-3B, L-2F, 3A, A

strength 12.500-30.000 lbs gross weight single wheel. Flocks of gulls and numerous birds in vicinity of airport and on rwys Oct-April and during rainy weather. When tower clsd, ACTIVATE MIRL Rwy

Rwv 36L-CTAF.

UNICOM 122.95 R OAKLAND CENTER APP CON 127.8 OAKLAND CENTER DEP CON 127.8 TOWER 118.7 (1500-0400Z±)

ILS 111.3 NAVAL BASE VENTURA CO

18R-36L and Rwv 06-24, REIL Rwv 06, PAPI Rwv 18R and MALS WEATHER DATA SOURCES: ASOS (707) 252-7916.

GND CON 121.7 CLNC DEL 127.85

Rwv 36L. (LOC only), Unmonitored when twr clsd.

AIRSPACE: CLASS D svc 1500-0400Z tother times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE APC. SCAGGS ISLAND (L) VORTACW 112.1 SGD Chan 58 N38°10.76′ W122°22.39′

(See POINT MUGU NAS)

5 S UTC-8(-7DT) N34°45.98' W114°37.40'

NEEDLES (EED) S2 FUEL 100LL, JET A TPA-1983(1000)

I-APC

RWY 11-29: H5005X100 (ASPH) S-16, D-32 MIRL

RWY 11: REIL. PAPI(P2L)-GA 3.0° TCH 40'.

RWY 29: REIL, PAPI(P2L)-GA 3.0° TCH 40'.

RWY 02-20: H4235X100 (ASPH)

S-16, D-32 MIRL RWY 02: PAPI(P2L)-GA 3.0° TCH 30'.

RWY 20: PAPI(P2L)-GA 3.0° TCH 40'. AIRPORT REMARKS: Attended 1600-0100Z‡. Arpt attended by Paradice Aviation 760-326-5263. ACTIVATE MIRL Rwy 11-29 and Rwy 02-20, REIL Rwy 11 and Rwy 29-CTAF, PAPI Rwy 11, Rwy 29, Rwy 02 and Rwy 20 opr

continuously. WEATHER DATA SOURCES: ASOS 128.325 (760) 326-4281. COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.1R 115.2T (PRESCOTT RADIO)

(R) L.A. CENTER APP/DEP CON 134.65 AIRSPACE: CLASS E svc 1600-0000Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE EED. (H) VORTAC 115.2 EED Chan 99 N34°45.96′ W114°28.45′ 255° 7.4 NM to fld. 620/15E. VOR unusable: 100°-130°bevond 27 NM below 6600'

NERVINO (See BECKWOURTH)

NEVADA CO AIR PARK

NEW COALINGA MUNI

170°-220°beyond 20 NM below 5800'

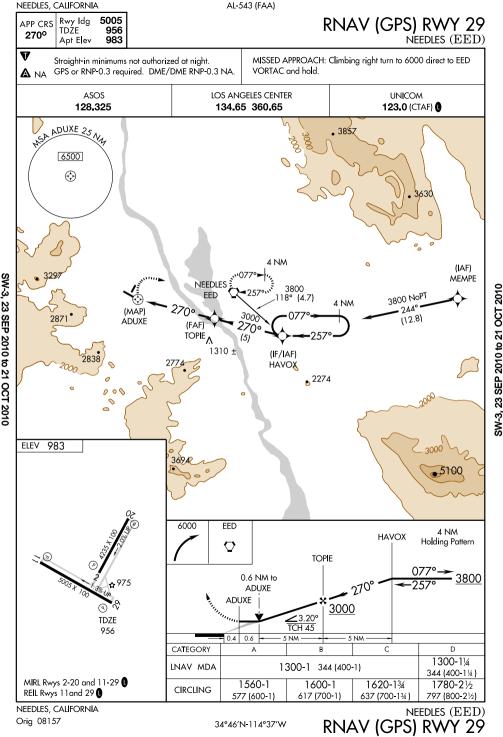
(See COALINGA)

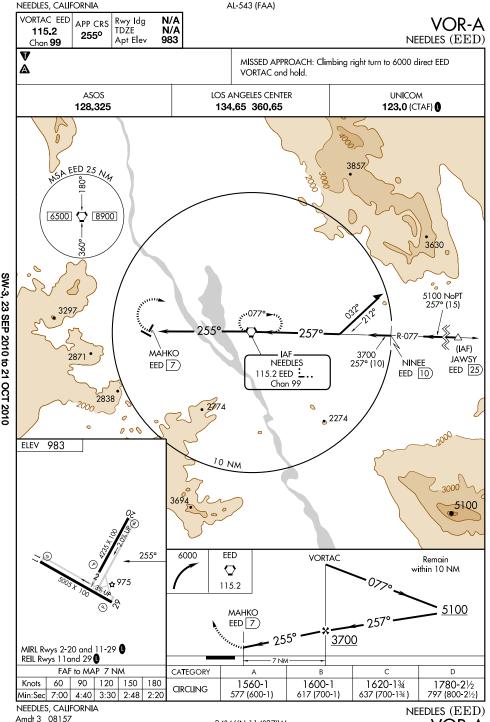
(See GRASS VALLEY)

NOTAM FILE EED

1.3% up NW

2.0% up SW





rwy. Rwy 13 has paved 125' overrun. Rwy 31 has 100' overrun. Mountains South and West. Noise sensitive

**CALIFORNIA** 

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area SE of arpt. Avoid straight-out departures on Rwy 13 and straight-in ldgs on Rwy 31. WEATHER DATA SOURCES: AWOS-3 120.675 (415) 897-2236. COMMUNICATIONS: CTAF/UNICOM 123.075 (R) NAKIAND CENTER APP/DEP CON 127 8 RADIO AIDS TO NAVIGATION: NOTAM FILE APC.

SCAGGS ISLAND (L) VORTACW 112.1 SGD Chan 58 N38°10.76′ W122°22.39′ 239° 8.9 NM to fld. 10/17E. HELIPAD HI: H60X60 (CONC) HELIPORT REMARKS: Approach 050°/230° magnetic. Rwy visibility value avbl.

NUT TREE (See VACAVILLE)

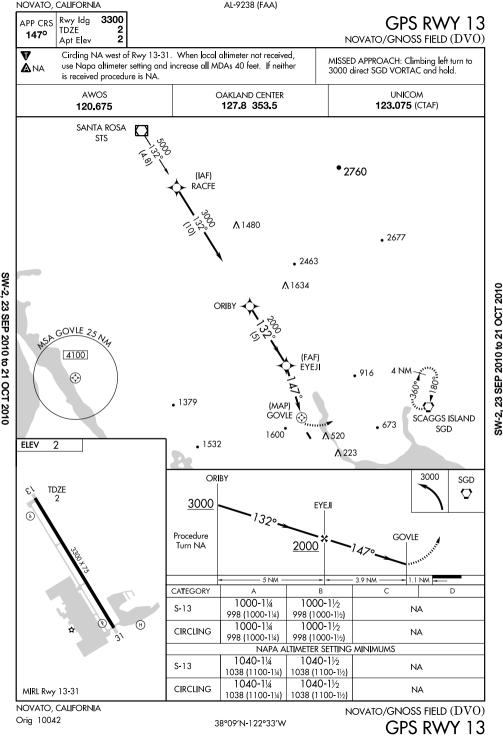
OAKDALE (027)3 SE UTC-8(-7DT) N37°45.38' W120°48.01' SAN FRANCISCO

237 B S4 OX 1. 3 TPA-1234(1000) NOTAM FILE RIU L-2F. 3B RWY 10-28: H3013X75 (ASPH) S-20 MIRI 0.4% up SE IAP RWY 10: REIL. VASI(V2L)-GA 2.5° TCH 22'.

RWY 28: REIL, PAPI(P2L)—GA 3.0° TCH 33'. AIRPORT REMARKS: Attended daigt hours. Nights on call 1-800-868-8750. Apron on south side of rwy damaged and unusable. ACTIVATE MIRL Rwy 10-28. REIL Rwy 10 and Rwy 28-CTAF. VASI Rwy 10 PAPI Rwy 28 opr

continuously. COMMUNICATIONS: CTAF/UNICOM 122 8 (R) NORCAL APP/DEP CON 125.1

RADIO AIDS TO NAVIGATION: NOTAM FILE SCK. MODESTO (H) VOR/DMF 114 6 MOD Chan 93 N37°37 64' W120°57 47' 27° 10 8 NM to fld 90/17F



rwy. Rwy 13 has paved 125' overrun. Rwy 31 has 100' overrun. Mountains South and West. Noise sensitive

**CALIFORNIA** 

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27° 10 8 NM to fld 90/17F

area SE of arpt. Avoid straight-out departures on Rwy 13 and straight-in ldgs on Rwy 31. WEATHER DATA SOURCES: AWOS-3 120.675 (415) 897-2236. COMMUNICATIONS: CTAF/UNICOM 123.075 (R) NAKIAND CENTER APP/DEP CON 127 8 RADIO AIDS TO NAVIGATION: NOTAM FILE APC. SCAGGS ISLAND (L) VORTACW 112.1 SGD Chan 58 N38°10.76′ W122°22.39′

239° 8.9 NM to fld. 10/17E. HELIPAD HI: H60X60 (CONC)

HELIPORT REMARKS: Approach 050°/230° magnetic. Rwy visibility value avbl.

NUT TREE (See VACAVILLE)

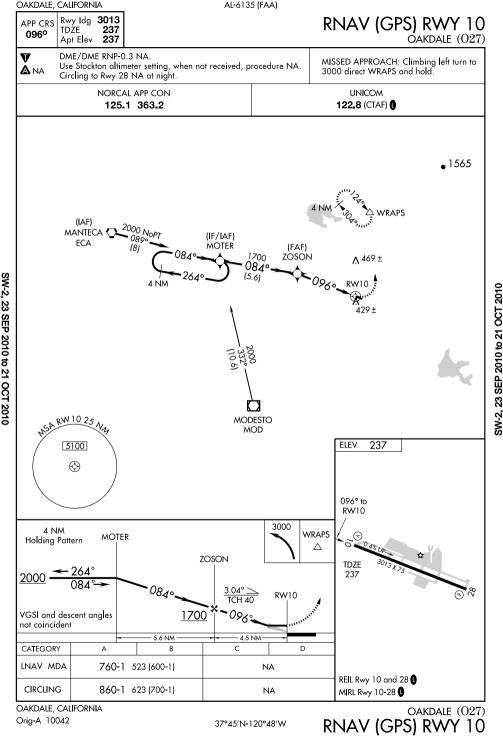
OAKDALE (027)3 SE UTC-8(-7DT) N37°45.38' W120°48.01' SAN FRANCISCO 237 B S4 OX 1. 3 TPA-1234(1000) NOTAM FILE RIU L-2F. 3B MIRI

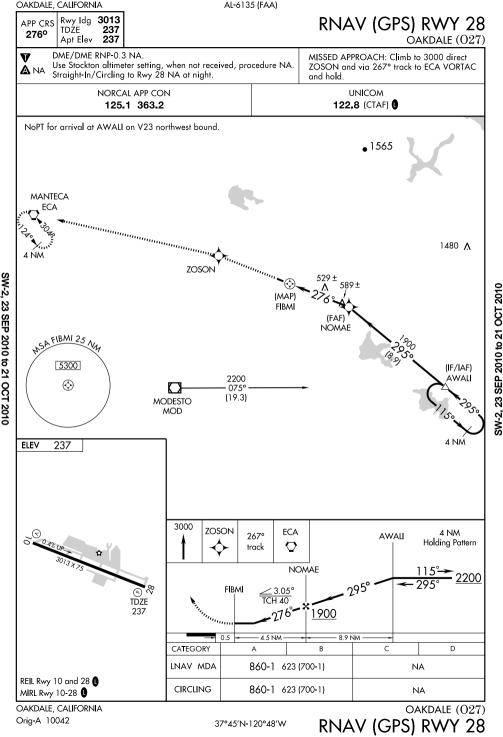
RWY 10-28: H3013X75 (ASPH) S-20 0.4% up SE IAP RWY 10: REIL. VASI(V2L)-GA 2.5° TCH 22'. RWY 28: REIL, PAPI(P2L)—GA 3.0° TCH 33'. AIRPORT REMARKS: Attended daigt hours. Nights on call 1-800-868-8750. Apron on south side of rwy damaged and

unusable. ACTIVATE MIRL Rwy 10-28. REIL Rwy 10 and Rwy 28-CTAF. VASI Rwy 10 PAPI Rwy 28 opr continuously. COMMUNICATIONS: CTAF/UNICOM 122 8

(R) NORCAL APP/DEP CON 125.1 RADIO AIDS TO NAVIGATION: NOTAM FILE SCK.

MODESTO (H) VOR/DMF 114 6 MOD Chan 93 N37°37 64' W120°57 47'





SW-2, 23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

OAKLAND, CALIFORNIA OAKLAND INTL (OAK)

**CALIFORNIA** 140

#### **NAKI AND** METROPOLITAN OAKLAND INTL

FUEL 100LL, JET A NOTAM FILE OAK Class I, ARFF Index D RWY 11-29: H10000X150 (ASPH-GRVD) PCN 71 F/A/W/T

HIRL CL

RWY 11: MALSR. PAPI(P4L)-GA 2.75° TCH 65'. Rgt tfc.

(OAK)

RWY 29: ALSF2, TDZL, PAPI(P4L)-GA 3.0° TCH 71'.

RWY 09R-27L: H6213X150 (ASPH-GRVD) PCN 97 F/B/W/T

RWY 09R: REIL. PAPI(P4R)-GA 3.0° TCH 50'. Tree. RWY 27L: PAPI(P4L)-GA 3.0° TCH 71'.

RWY 09L-27R: H5454X150 (ASPH-GRVD) PCN 69 F/C/W/T

RWY 09L: PAPI(P4R)-GA 3.0° TCH 49'.

RWY 27R: MALSR, PAPI(P4L)—GA 2.9° TCH 57', Building, Rgt tfc.

RWY 15-33: H3372X75 (ASPH) S-12.5

RWY 33: Rgt tfc.

AIRPORT REMARKS: Attended continuously. Rwy 15-33 CLOSED to air

carrier acft. Birds on and invof arpt. Acft with experimental or limited certification having over 1.000 horsepower or 4.000 pounds are restricted to Rwy 11-29. 24 hr Noise abatement procedure-turbojet and turbofan powered acft, turborops over

17,000 lbs, four engine reciprocating powered acft, and surplus Military acft over 12,500 lbs should not depart Rwy 27L and Rwy 27R or land on Rwy 09L and Rwy 09R. For noise abatement information ctc noise abatement office at

510-563-6463. Intersection of Twy B, Twy W and Twy V not visible from twr. Twy K between Rwy 33 and Twy D and portions of Twy D not visible from twr. Preferential rwy use program in effect 0600-1400Z‡. North fld preferred arrival Rwy 27L, north fld preferred departure Rwys 09R or 27R. If these Rwys unacceptable for safety

1006(997). Ldg fee may apply for Rwy 11-29, rwy commercial ops and tiedown, ctc afld ops 510-563-3361. Flight Notification Service (ADCUS) avbl. WEATHER DATA SOURCES: ASOS (510) 383-9514. HIWAS 116.8 OAK.

COMMUNICATIONS: D-ATIS 133.775 (510) 635-5850 (N and S Complex)

OAKLAND RCO 122.2 122.5 129.4 131.95 (OAKLAND RADIO) R NORCAL APP CON 125.35 (East) 135.65 (South) 135.1 (West) 134.5 120.9

R NORCAL DEP CON 135.1 (West) 120.9 (Northwest) OAKLAND TOWER 118.3 (N Complex) 127.2 (S Complex) 124.9

GND CON 121.75 (S Complex) 121.9 (N Complex)

AIRSPACE: CLASS C svc continuous ctc APP CON RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.

OAKLAND (H) VORTACW 116.8 OAK

ILS 111.9 I-AAZ Rwy 11. Class IC.

ILS 109.9 I-OAK Rwy 27R.

Class 1E. ILS 108.7 I–INB Rwv 29.

Class IIIE.

glide slope deviations are possible when critical areas are not required to be protected. Acft operating invof glide slope transmitter.

OAKLAND N37°43.56′ W122°13.42′ NOTAM FILE OAK.

(H) VORTACW 116.8 OAK Chan 115 at Metropolitan Oakland Intl. 10/17E. VOR unusable:

035°-045° bvd 35 NM blo 7.000' 307°-318° bvd 10 NM 318°-360° byd 10 NM blo 4000' DME unusable:

040°-065° byd 30 NM blo 4,100' 307°-323° byd 30 NM blo 1,500′ IAP, AD

SAN FRANCISCO

H-3B, L-2F, 3B, A

Rwy 09L-27R: 5454 X 150 Rwy 09R-27L: 6213 X 150

**CLNC DEL** 121.1

or twr instruction then Rwy 11-29 must be used. Noise prohibitions not applicable in emerg or whenever Rwy 11-29 is closed due to maintenance, safety, winds or weather. 400' blast pad Rwy 29 and 500' blast pad Rwy 11. Rwys 29, 27R and 27L distance remaining signs left side. TPA—Rwy 27L 606(597), TPA—Rwy 27R

4 S UTC-8(-7DT) N37°43.28' W122°13.24'

HIRL

HIRL

OX 1, 2, 3, 4 TPA-See Remarks

Chan 115 N37°43.56′ W122°13.42′ at fld. 10/17E.

UNICOM 122.95

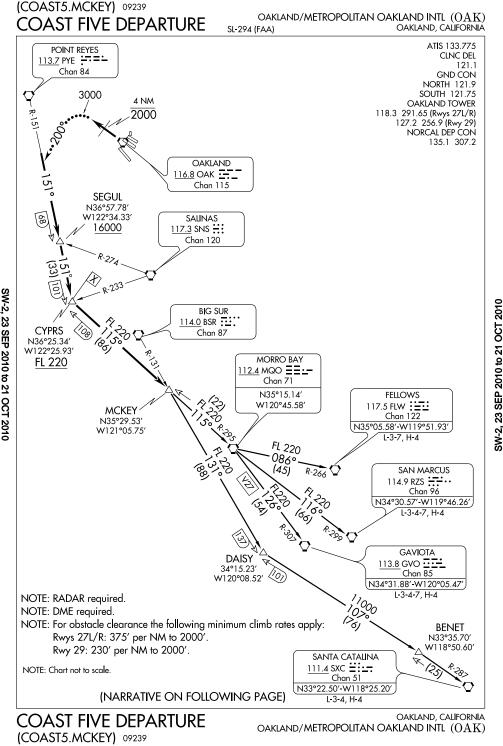
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr. Emerg frequency 121.5 not avbl at FSS. Rwy 11

SAN FRANCISCO

HIWAS. H-3A, L-2F, 3B, A 318°-360° bvd 26 NM blo 5000′

330°-360° byd 34 NM blo 7,500' 350°-030° byd 20 NM blo 3,500'

330°-360° byd 26 NM blo 5,000' RCO 122.0 122.2 122.5 129.4 131.95 (OAKLAND RADIO)



## SL-294 (FAA)

OAKLAND/METROPOLITAN OAKLAND INTL (OAK)OAKLAND, CALIFORNIÁ

V

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 27L/R and 29: Maintain runway heading for vectors to PYE R-151. Cross 4 miles northwest of OAK VORTAC at or below 2000'. Intercept and proceed via the PYE R-151 to SEGUL INT. Cross SEGUL INT at or above 16000'. Proceed via the PYE R-151 to CYPRS INT; cross CYPRS INT at or above FL 220.

Then via the MQO R-295 to MCKEY INT, then via (transition) or (assigned route).

Expect further clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: TAKE-OFF RUNWAYS 27L/R AND 29: After reaching 3000', turn left heading 200°, intercept and proceed via PYE R-151, then resume own navigation.

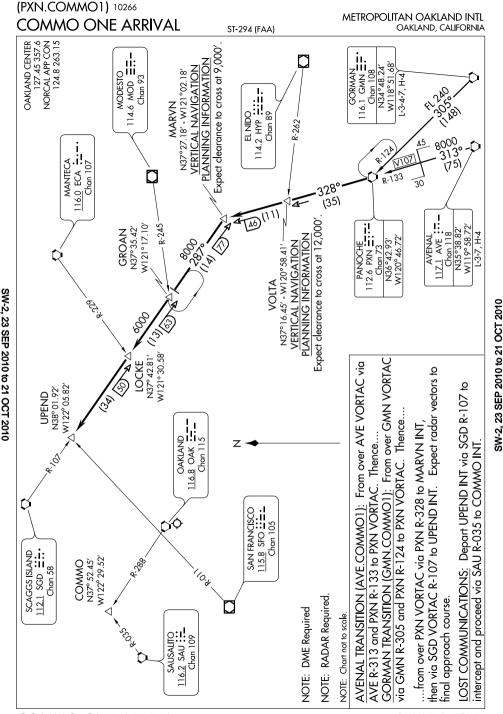
FELLOWS TRANSITION (COAST5.FLW): From over MCKEY INT via MQO R-295 to MQO VORTAC; then via MQO R-086 and FLW R-266 to FLW VORTAC. GAVIOTA TRANSITION (COAST5.GVO): from over MCKEY INT via MQO R-295 to MQO VORTAC; then via MQO R-126 and GVO R-307 to GVO VORTAC. SAN MARCUS TRANSITION (COAST5.RZS): From over MCKEY INT via MQO R-295 to MQO VORTAC; then via MQO R-116 and RZS R-299 to RZS VORTAC.

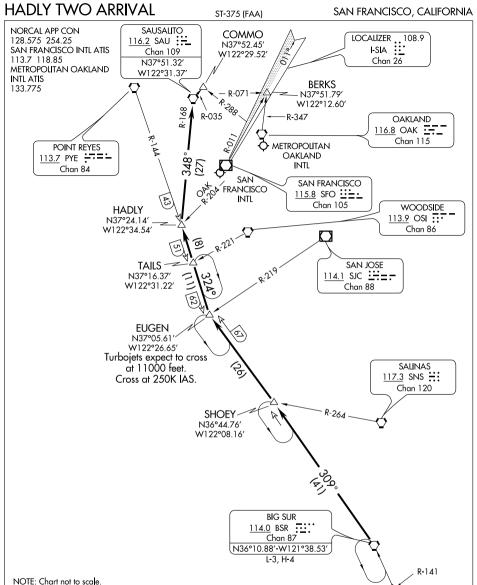
SANTA CATALINA TRANSITION (COAST5.SXC): From over MCKEY INT via BSR

R-131 and SXC R-287 to SXC VORTAC.

SW-2, 23 SEP 2010 to 21 OCT 2010

OAKLAND, CALIFORNIA





From over BSR VORTAC via BSR R-309 to EUGEN INT, then via PYE R-144 to HADLY INT, then via direct SAU VORTAC. Expect vectors to final approach course. Expect clearance to cross EUGEN INT at 11000' and at 250K IAS.

## LOST COMMUNICATIONS

San Francisco Intl: Depart SAU VORTAC via SAU R-071 to BERKS INT.

Metropolitan Oakland Intl: Depart SAU VORTAC via SAU R-035 to COMMO INT.

# HADLY TWO ARRIVAL

#### HOT SPOTS

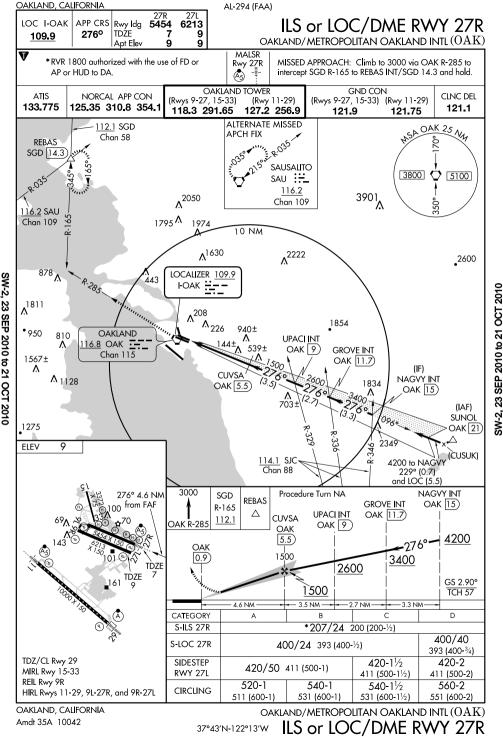
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

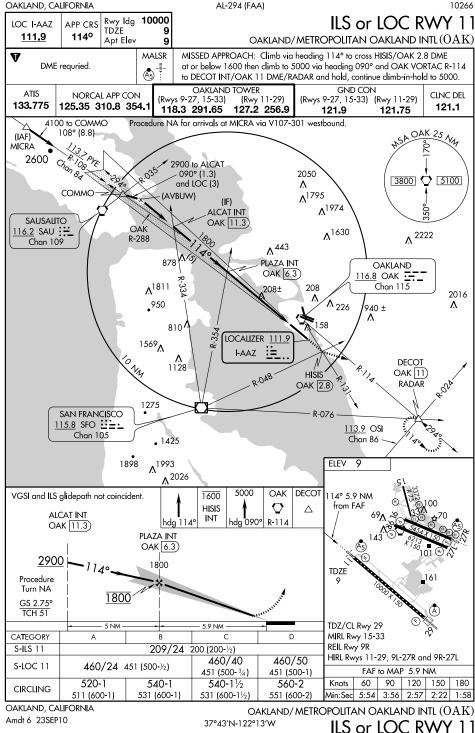
A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

increased risk has been reduced or el	liminated.	
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	•
HAYWARD, CA	ПЗ 4	Rwy 32L apch, Twy A.
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
HATWARD EXECUTIVE (HWD)	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA	110 3	Area not visible nom ATCT.
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
CASTLE (MEK)	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA	110 2	Twy A and southeast ramp, trainc congestion.
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
NAPA COUNTY (APC)	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA	110 3	Rwy 24 and Rwy 30L.
METROPOLITAN OAKLAND		
	HS 1	Duni 27D Tuni A and Tuni D
INTL (OAK)	HS 2	Rwy 27R, Twy A and Twy B. Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
		Rwy 09L-27R, 1wy H, 1wy G, 1wy C and 1wy D.  Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex
	HS 3	
CAODAMENTO OA		int.
SACRAMENTO, CA	HS 1	Duri 40D 04L and Turi A40
SACRAMENTO INTL (SMF)	по і	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
e, in the ment (ente)		Thy Traina Thy o mit in alooo proximity of truly oo zo.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
, ,	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		•
NORMAN Y. MINETA SAN		
JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

23 SEP 2010 to 21 OCT 2010

<sup>\*</sup>See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

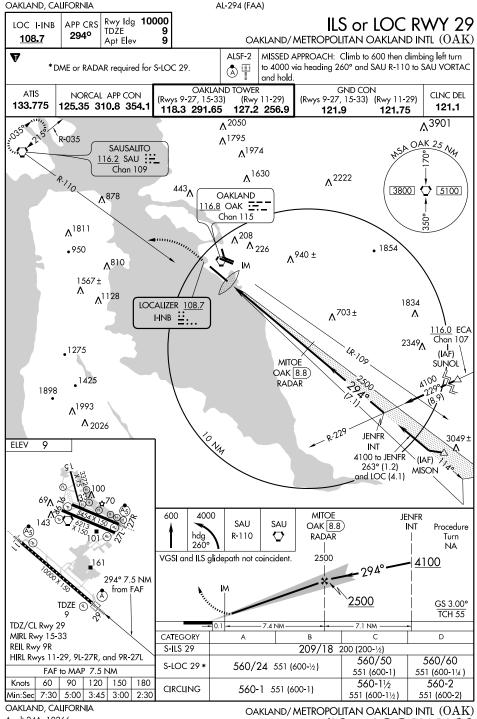




SW-2, 23 SEP 2010 to 21 OCT 2010

SW-2,

23 SEP 2010 to 21 OCT 2010



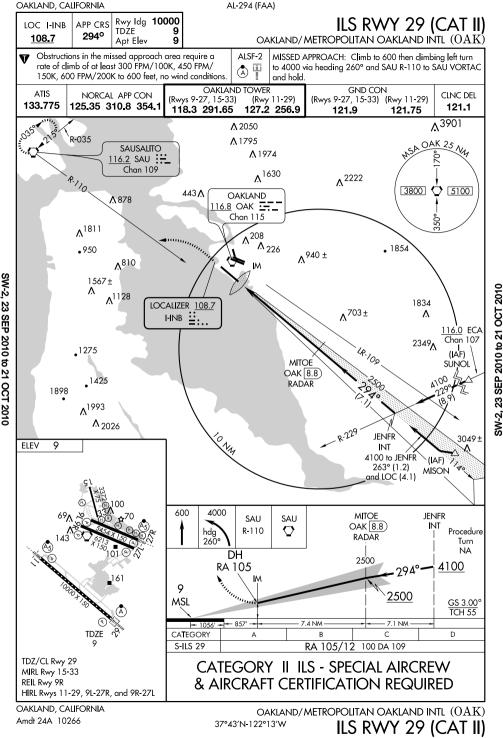
Amdt 24A 10266

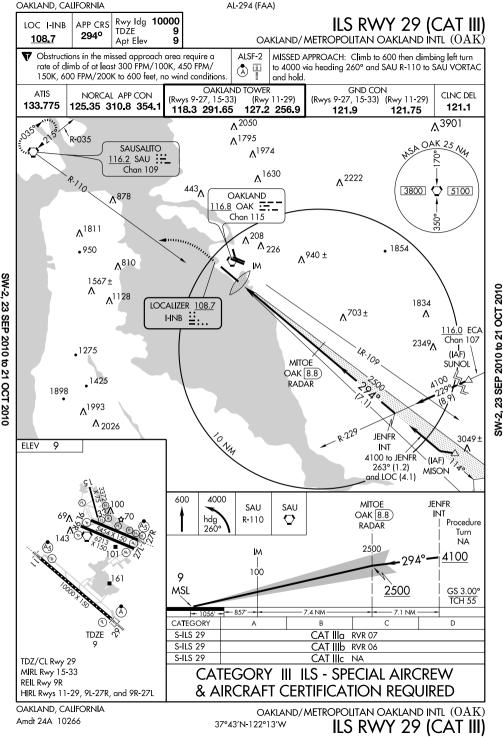
SW-2,

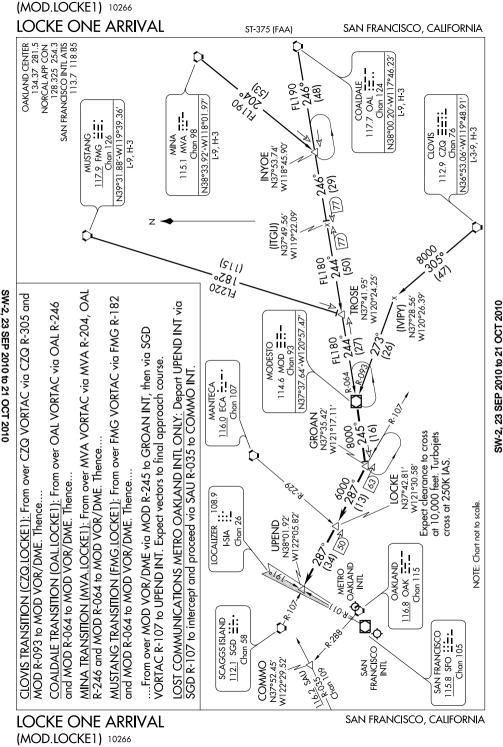
23 SEP 2010 to 21 OCT 2010

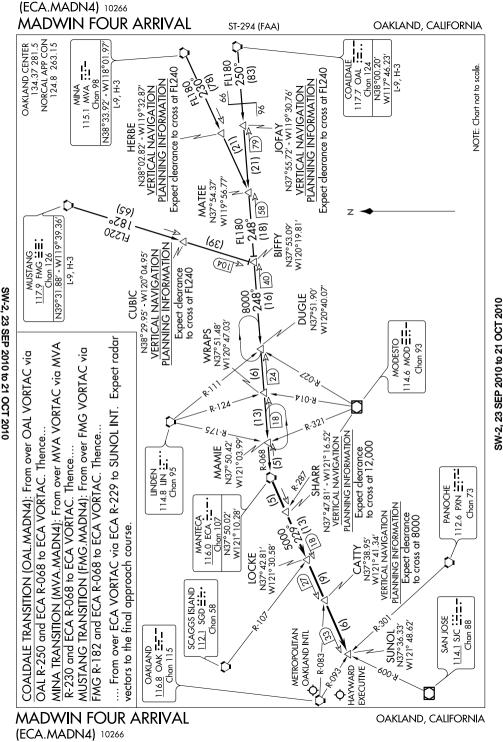
37°43′N-122°13′W ILS or LOC 23 SEP 2010 to 21 OCT 2010

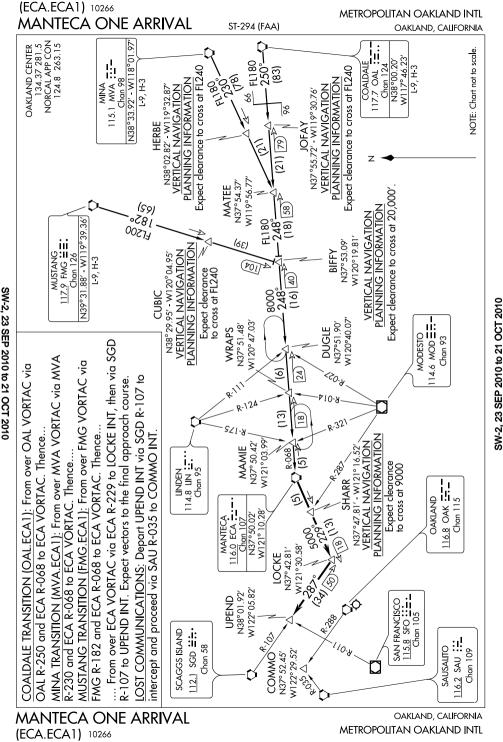
SW-2.











**DOKKS** 

N37°34.43′ W122°03.10′

WOODSIDE 113.9 OSI :: Chan 86

6000

SW-2, 23 SEP 2010 to 21 OCT 2010

#### N37°23.55' - W122°16.88' L-2-3, H-3 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 9L/R: Turn right and climb via OAK-121 to DOKKS INT. Thence via (transition) or (assigned route/fix). Expect clearance to filed altitude ten minutes

after departure. TAKE-OFF RUNWAY 11: Maintain runway heading to intercept and proceed via the OAK R-121 to DOKKS INT. Thence via (transition) or (assigned route/fix). Except

clearance to filed altitude ten minutes after departure. LINDEN TRANSITION (MARI4.LIN): From over DOKKS INT via OSI R-028 and LIN R-229

to LIN VORTAC. Cross OSI R-028 18 DME at or above 6000', OSI R-028 24 DME at or above 11000'. SACRAMENTO TRANSITION (MARI4.SAC): From over DOKKS INT via OSI R-028 and

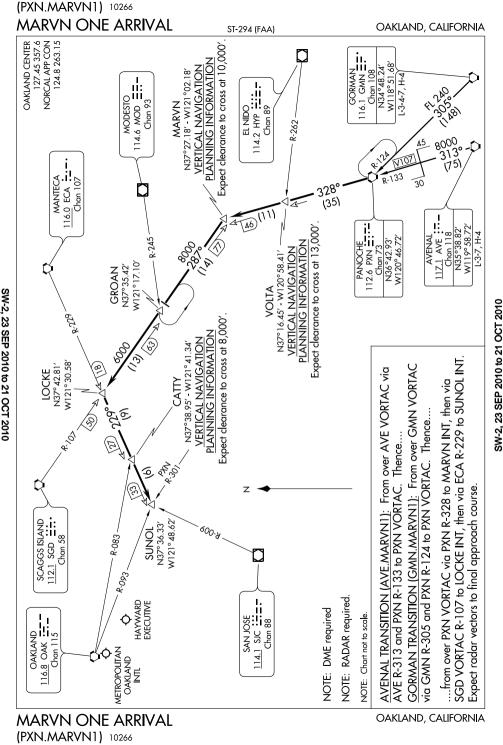
SAC R-177 to SAC VORTAC. Cross OSI R-028 18 DME at or above 6000' and OSI R-028 24 DME at or above 11000'.

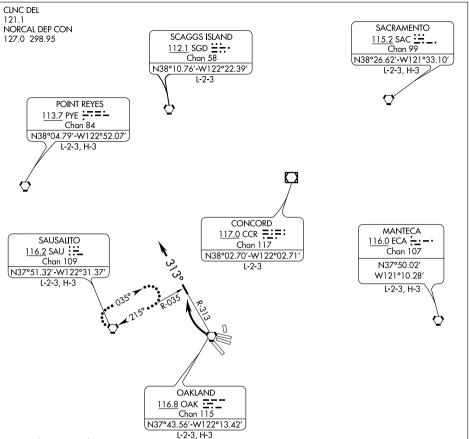
SCAGGS ISLAND TRANSITION (MARI4.SGD): From over DOKKS INT via OSI R-028 and SGD R-109 to SGD VORTAC. Cross OSI R-028 18 DME at or above 6000' and OSI R-028

24 DME at or above 11000'. WOODSIDE TRANSITION (MARI4.OSI): From over DOKKS INT via OSI R-028 to OSI VORTAC.

# Marina four departure

**BEBOP** N37°00.00′-W125°00.07′





NOTE: Chart not to scale.

NOTE: RADAR required.

NOTE: Departure Rwys 27L/R: A minimum climb of 375' per NM to 2000' is required.

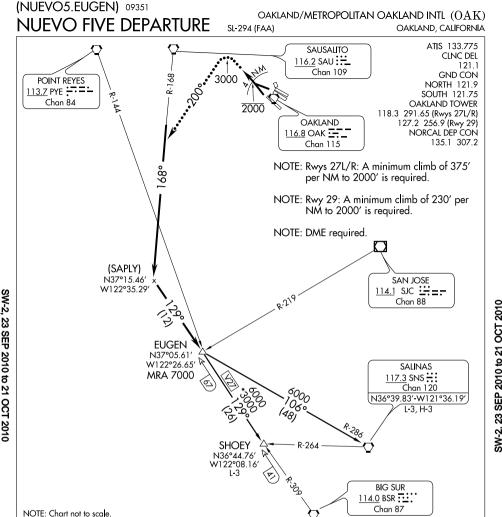
V

SW-2, 23 SEP 2010 to 21 OCT 2010

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 27L/R and 29: Turn right, intercept and proceed via OAK R-313 for vectors to assigned fix/route. Expect clearance to filed altitude 10 minutes after departure.

<u>LOST COMMUNICATIONS:</u> If not in contact with departure after reaching 3000', proceed direct to SAU VORTAC and hold on SAU R-035. Climb in holding pattern to assigned altitude, then proceed to assigned fix/route.



DEPARTURE ROUTE DESCRIPTION

<u>TAKE-OFF RUNWAYS 27L/R and 29:</u> Maintain runway heading for vector to the SAU R-168. Cross 4 miles northwest of OAK VORTAC at or below 2000'. Then via the SAU R-168 and the BSR R-309 to EUGEN INT. Then via (transition) or (assigned route). Expect clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Take-off runways 27L/R and 29: After reaching 3000', turn left heading 200°, intercept the SAU R-168, resume own navigation.

SALINAS TRANSITION (NUEVO5.SNS): From over EUGEN INT via the SNS R-286 to SNS VORTAC.

SHOEY TRANSITION (NUEVO5.SHOEY): From over EUGEN INT via the BSR R-309 to SHOEY INT.

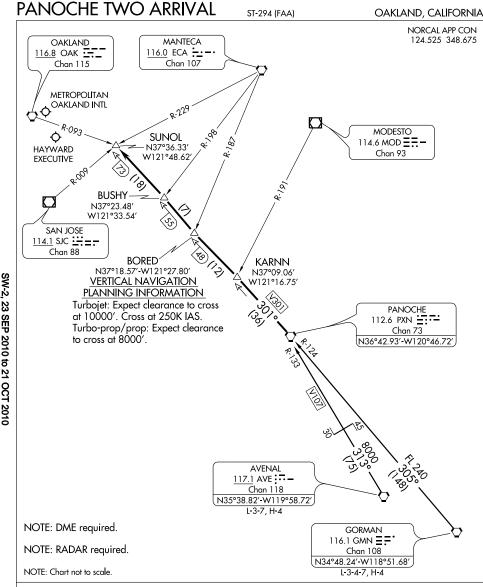
# NUEVO FIVE DEPARTURE (NUEVO5.EUGEN) 09351

(OAK5.OAK) 10266 OAKLAND/METROPOLITAN OAKLAND INTL (OAK) OAKLAND FIVE DEPARTURE SL-294 (FAA) OAKLAND, CALIFORNIÁ ATIS **RED BLUFF** 133.775 CLNC DEL 115.7 RBL ::: MENDOCINO Chan 104 121.1 112.3 ENI ∴. NORCAL DEP CON N40°05.93′-W122°14.18′ Chan 70 120.9 323.2 L-2. H-3 N39°03.19′-W123°16.45′ WILLIAMS L-2, H-3 1<u>14.4</u> ILA :≒… Chan 91 N39°04.27′-W122°01.64′ L-2-3 SACRAMENTO SCAGGS ISLAND 11<u>2.1</u> SGD ∷∴ 115.2 SAC <u>:--</u>. Chan 99 Chan 58 N38°10.76′-W122°22.39′ N38°26.62′-W121°33.10′ POINT REYES L-2-3, H-3 113.7 PYE :--=-Chan 84 CONCORD N38°04.79′-W122°52.07′ 117.0 CCR =:=: L-2-3, H-3 SAUSALITO Chan 117 <u>116.2</u> SAU ∷∴ N38°02.70′ Chan 109 W122°02.71′ N37°51.32′-W122°31.37 L-2-3 R-463 L-2-3, H-3 **ALCOA** 23 SEP 2010 to 21 OCT 2010 N37°50.00' LINDEN W125°50.07' 2000 114.8 LIN :-. Chan 95 N38°04.48′-W121°00.23′ L-2-3, H-3 R-204 **BEBOP** R-464 N37°00.00′ W125°00.07' OAKLAND 11<u>6.8</u> OAK •--MANTECA Chan 115 **HADLY** 116.0 ECA :---N37° 24.16′ N37°43.56′-W122°13.42′ W122°34.54' Chan 107 L-2-3, H-3 NOTE: Chart not to scale. L-2-3 N37°50.02′ W121°10.28' NOTE: DME required. L-2-3, H-3 WOODSIDE NOTE: Rwys 27L/R: a minimum climb of 375' per NM to 113.9 OSI ::-2000' is required. Chan 86 Rwy 29: a minimum climb of 230' per NM to 2000' N37°23.55′-W122°16.88′ is required. L-2-3, H-3 NOTE: Use the SILENT DEPARTURE during the time periods of 2200-0700 local in lieu of the OAKLAND DEPARTURE. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 27L/R and 29: Climb via runway heading or as assigned for vector to assigned route/fix. Cross 4 miles northwest of OAK VORTAC at or below 2000', maintain assigned altitude. Expect clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control after reaching 3000', continue climb to assigned altitude and proceed direct to assigned route/fix.

## OAKLAND FIVE DEPARTURE

23 SEP 2010 to 21 OCT 2010

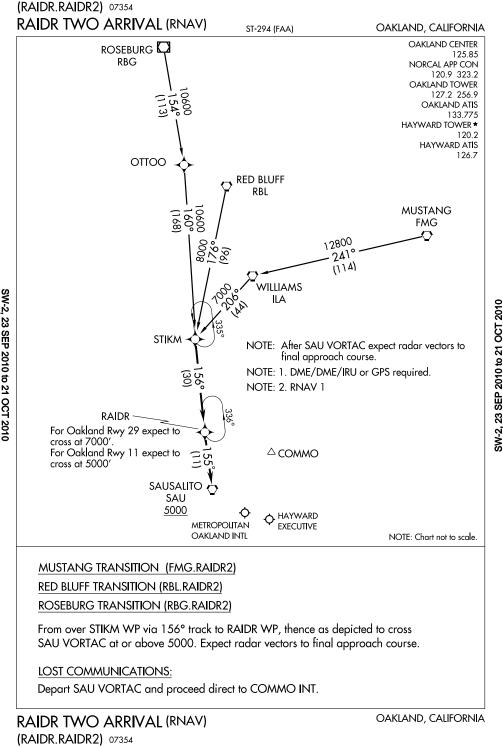


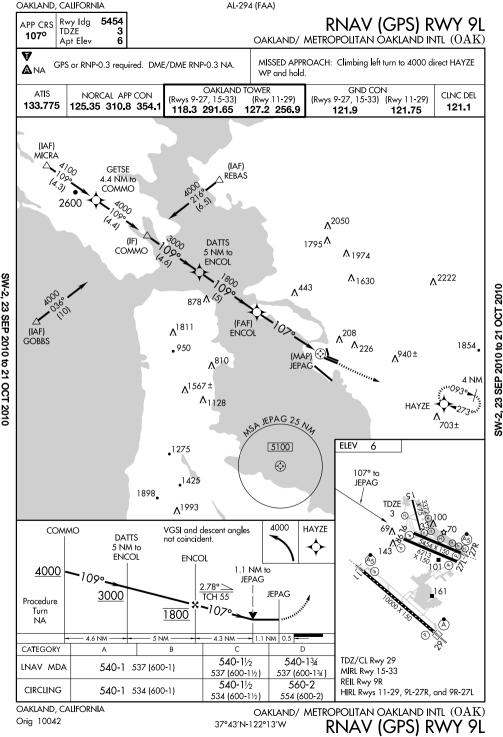
AVENAL TRANSITION (AVE.PXN2): From over AVE VORTAC via AVE R-313 and PXN R-133 to PXN VORTAC. Thence....

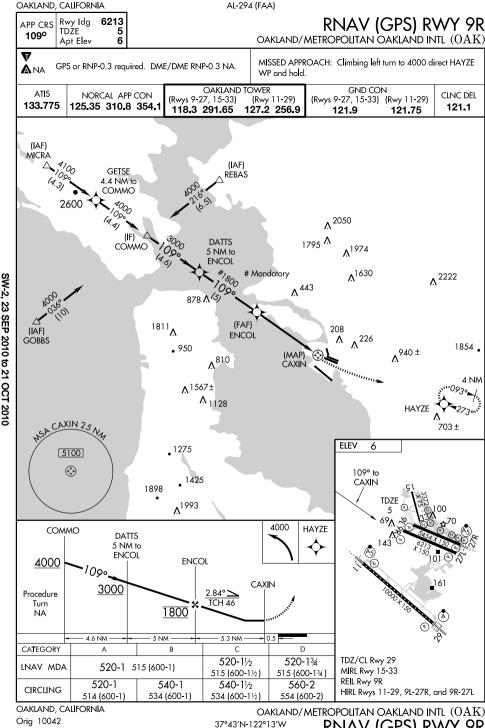
GORMAN TRANSITION (GMN. PXN2): From over GMN VORTAC via GMN R-305 and PXN R-124 to PXN VORTAC. Thence....

....From over PXN VORTAC via PXN R-301 to SUNOL INT. Expect radar vectors to the final approach course.

## PANOCHE TWO ARRIVAL

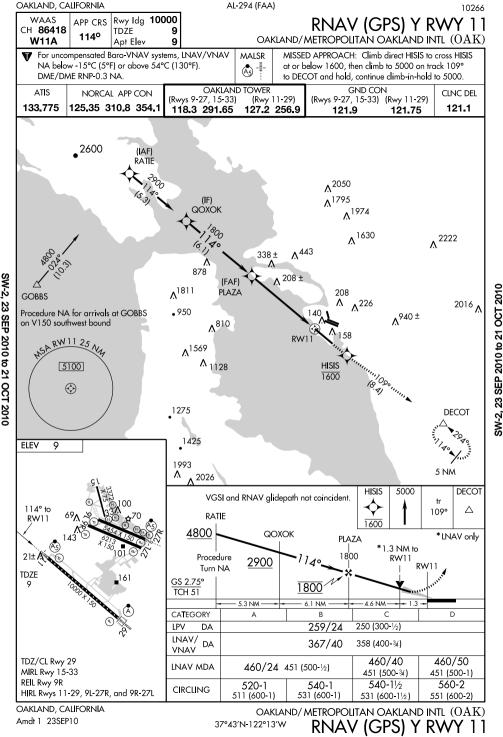


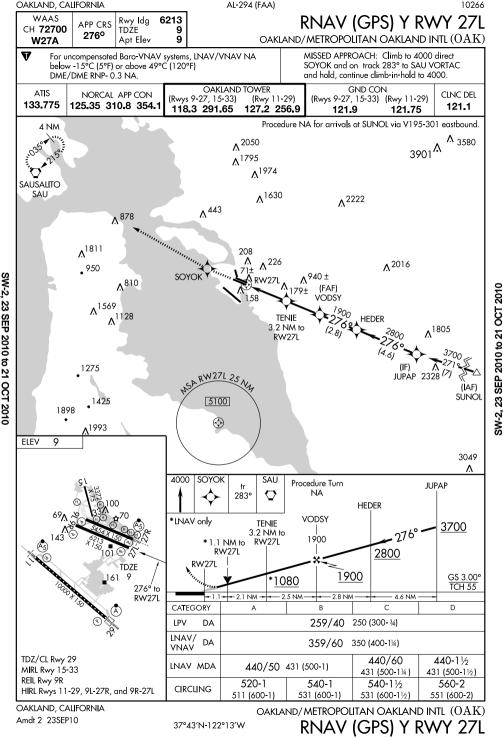


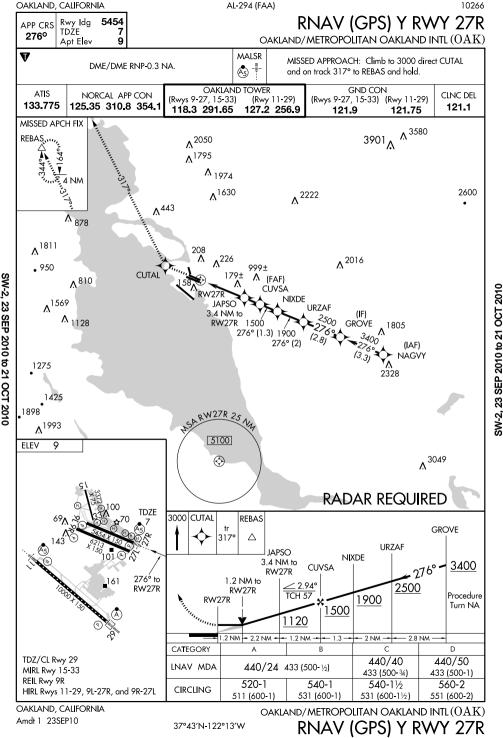


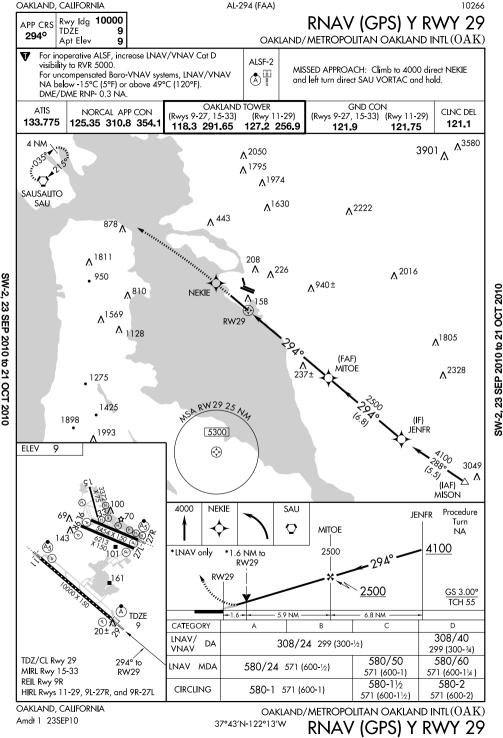
SW-2,

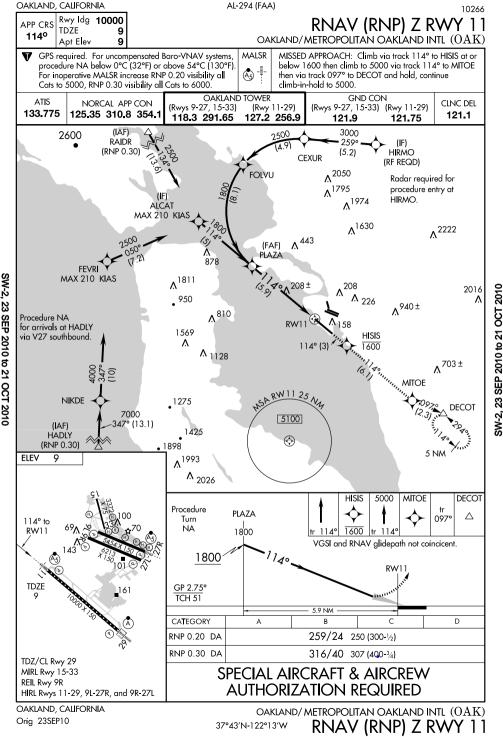
RNAV (GPS) RWY 9R

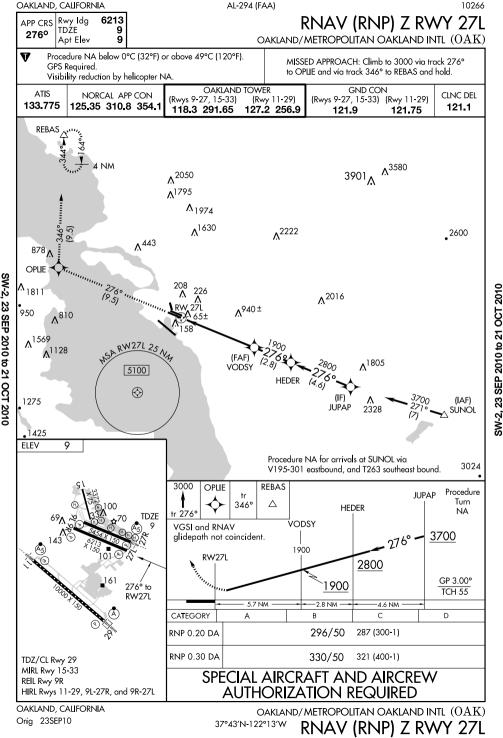


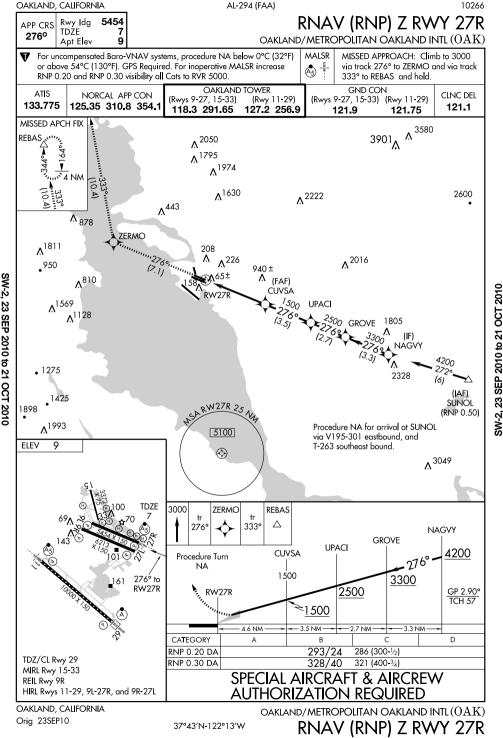


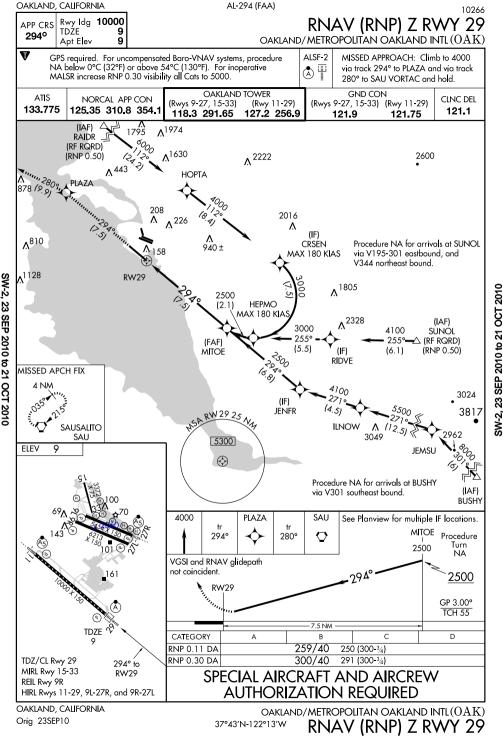


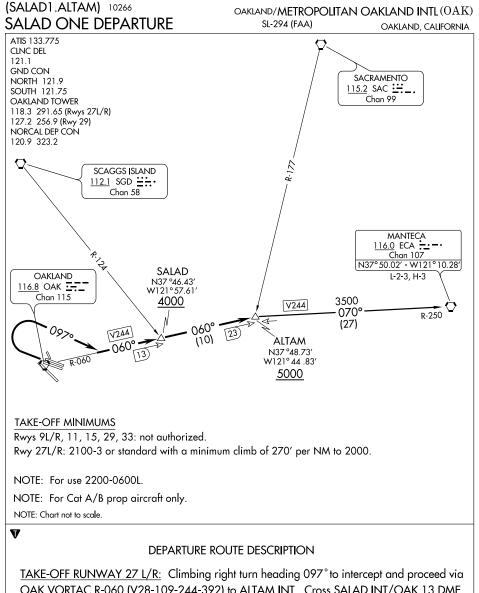












OAK VORTAC R-060 (V28-109-244-392) to ALTAM INT. Cross SALAD INT/OAK 13 DME at or above 4000, cross ALTAM INT/OAK 23 DME at or above 5000. Then via transition or assigned route. Expect clearance to filed altitude 10 minutes after departure.

MANTECA TRANSITION (SALAD1.ECA): From over ALTAM INT via ECA R-250 to ECA VORTAC.

## SALAD ONE DEPARTURE

23 SEP 2010 to 21 OCT 2010

### 11000 (SITJI) N37°36.28 SAN FRANCISCO W122°00.86 115.8 SFO <u>∷</u> <u>-</u> <u>-</u> 6000 Aprx dist Chan 105 fr T/off area WOODSIDE 113.9 OSI ... Chan 86 NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION V TAKE-OFF RUNWAYS 9L/R AND 11: Turn right heading 120° to intercept and proceed via the OSI R-028 to intercept and proceed via the SGD R-124 to SGD VORTAC. Thence via

(transition) or (assigned route). Expect clearance to filed altitude ten minutes after departure.

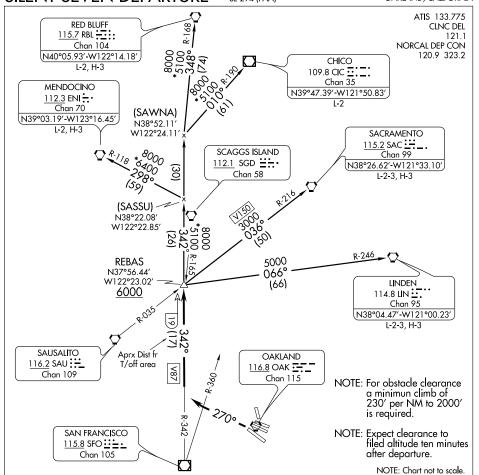
TAKE-OFF RUNWAYS 27L/R AND 29: Maintain runway heading for vector to the SGD R-165, then via the SGD R-165 to the SGD VORTAC. Cross the SGD R-165 14 DME at or above 6000'. Thence via (transition) or (assigned route). Expect clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Take-off runways 27L/R and 29: Intercept the SGD R-165, resume normal navigation.

LAKE TRANSITION (SGD1.RBL): From over SGD VORTAC via SGD R-346 and RBL R-165 to RBL VORTAC.

## SCAGGS ISLAND ONE DEPARTURE

(SGD1.SGD) 08157



### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Turn left heading 270° to intercept and proceed via SFO R-342 (commence right turn at SFO R-360) to REBAS INT. Cross REBAS INT at or above 6000′. Thence via (transition) or (assigned route).

<u>CHICO TRANSITION (SLNT7.CIC):</u> From over REBAS INT via SFO R-342 and CIC R-190 to CIC VOR/DME.

<u>UNDEN TRANSITION (SLNT7.LIN):</u> From over REBAS INT via LIN R-246 to LIN VORTAC.

MENDOCINO TRANSITION (SLNT7.ENI): From over REBAS INT via SFO R-342 and ENI R-118 to ENI VORTAC.

RED BLUFF TRANSITION (SLNT7.RBL): From over REBAS INT via SFO R-342 and RBL R-168 to RBL VORTAC

SACRAMENTO TRANSITION (SLNT7.SAC): From over REBAS INT via SAC R-216 to SAC VORTAC.

# SILENT SEVEN DEPARTURE (SLNT7.REBAS) 09127

23 SEP 2010 to 21 OCT 2010

V

(SKYL3.WAGES) 07298 OAKLAND/METROPOLITAN OAKLAND INTL (OAK) SKYLINE THREE DEPARTURE SL-294 (FAA) OAKLAND, CALIFORNIÁ POINT REYES CLNC DEL 113.7 PYE :--= 121.1 OAKLAND NORCAL DEP CON Chan 84 116.8 OAK ... 135.1 307.2 2000 Chan 115 3000 (SIXDY) N37°38.82' W122°08.76′ 3000 WOODSIDE (SIWBI) 113.9 OSI ::• N37°30.29' Chan 86 W122°04.57' 5000 (SIZXO) **PORTE** N37°21.44′ N37°29.39' W122°28.47' W121°58.69' 9000 9000 CLOVIS **PESCA** 112.9 CZQ **Ξ ∷** N37°16.09′ W122°19.72′ Chan 76 N36°53.06′-W119°48.91′ SW-2, 23 SEP 2010 to 21 OCT 2010 13000 L-3-9, H-3 FL180 080° R-260 FL180 (93)0948 **WAGES PANOCHE** N36°59.46' W121°44.22′ 112.6 PXN =:--FL 200 Chan 73 or assigned lower alt/FL 6 N36°42.93′-W120°46.72′ L-3, H-3 NOTE: Rwys 27L/R: For obstacle clearance a minimum climb **AVENAL** of 375' per NM to 2000' is required. 117.1 AVE : -- -Rwy 29: For obstacle clearance a minimum climb Chan 118 of 230' per NM to 2000'is required. N35°38.82' W119°58.72 NOTE: Radar required for Rwy 27L/R and Rwy 29 departures. L-3-7, H-4 NOTE: DME required. **FELLOWS** 117.5 FLW :==: Chan 122 N35°05.58′-W119°51.93′ L-3-7, H-4 NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE) OAKLAND, CALIFORNIA

# SKYLINE THREE DEPARTURE

V

SW-2, 23 SEP 2010 to 21 OCT 2010

## SKYLINE THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R: Turn right to intercept and proceed via the OAK R-125, cross the OAK R-125/6 DME fix at or below 3000'; then turn right to intercept and proceed via the OAK R-135 to WAGES INT. Cross the OAK R-135/15 DME fix at or above 5000'. Cross the OAK R-135/25 DME fix at or above 9000'. Thence....

TAKE-OFF RUNWAY 11: Maintain runway heading to intercept and proceed via the OAK R-125, cross the OAK R-125/6 DME fix at or below 3000'; then turn right to intercept and proceed via the OAK R-135 to WAGES INT. Cross the OAK R-135/15 DME fix at or above 5000'. Cross the OAK R-135/25 DME fix at or above 9000'. Thence....

TAKE-OFF RUNWAYS 27L/R and 29: Maintain runway heading for vector to the PYE R-135, then via the PYE R-135 to PESCA INT. Cross a point 4 miles northwest of OAK VORTAC at or below 2000'. Cross PORTE DME FIX at or above 9000' and PESCA INT at or above 13000'. Then turn left heading 090° to intercept and proceed via the OSI R-116 to WAGES INT. Thence....

....via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure. Cross WAGES INT at or above FL200 or assigned lower altitude or flight level.

LOST COMMUNICATIONS:

Take-off runways 27L/R and 29: After reaching 3000', turn left heading 200°, intercept and proceed via the PYE R-135. Resume your own navigation.

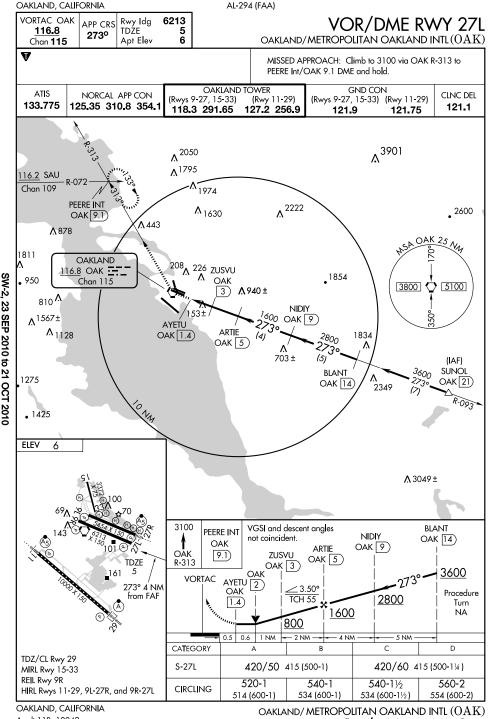
AVENAL TRANSITION (SKYL3.AVE): From over WAGES INT via OSI R-116 and AVE

R-298 to AVE VORTAC. CLOVIS TRANSITION (SKYL3.CZQ): From over WAGES INT via CZQ R-260 to CZQ

VORTAC.

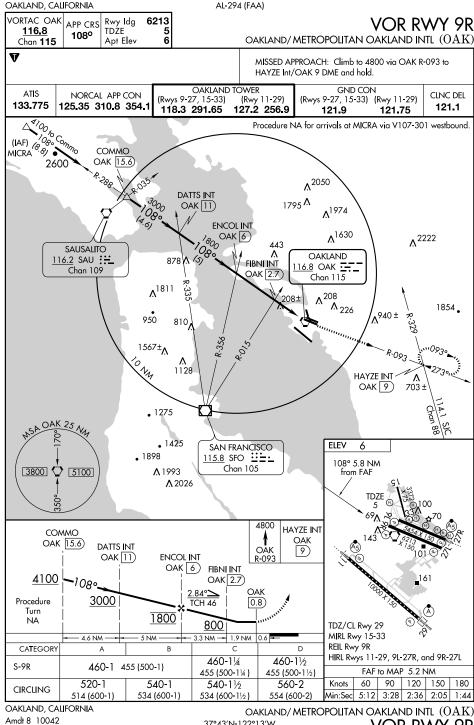
FELLOWS TRANSITION (SKYL3.FLW): From over WAGES INT via FLW R-306 to FLW

PANOCHE TRANSITON (SKYL3.PXN): From over WAGES INT via PXN R-274 to PXN VORTAC



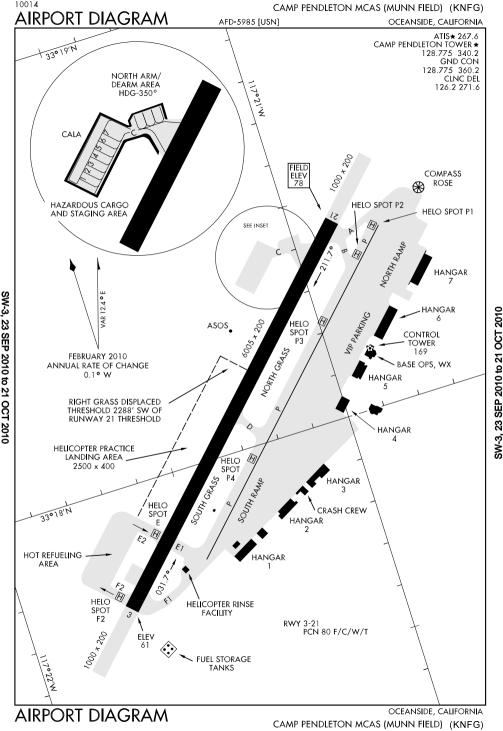
Amdt 11B 10042

VOR/DME RWY 27L



23 SEP 2010 to 21 OCT 2010

RW



### CAMERON PARK CAMERON AIRPARK (061) 0 N UTC-8(-7DT) N38°41.04' W120°59.25'

FUEL 100LL TPA-2300(1014) NOTAM FILE RIU RWY 13-31: H4051X50 (ASPH) S-12.5 MIRI

RWY 13: Thid dspicd 193'. Tree RWY 31: PVASI(PSIL)—GA 6.0° TCH 18'. Thid dsplcd 1509'. Tree.

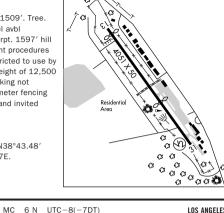
unlgtd .5 NM southeast of arpt. For noise abatement procedures call arpt manager 530-676-8316. Rwy 13-31 restricted to use by acft with less than a maximum certificated gross weight of 12,500

AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z‡, Fuel avbl continuously by credit card. Migratory geese invof arpt. 1597' hill

pounds and wingspan less than 50'. Helicopter parking not authorized. Rwy 13-31 west side 60' gates in perimeter fencing to provide access to residential area for residents and invited

guests, ACTIVATE MIRL Rwv 13-31-CTAF. COMMUNICATIONS: CTAF/UNICOM 123.05 RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. HANGTOWN (L) VOR/DME 115.5 HNW Chan 102 N38°43.48'

W120°44.96' 241° 11.5 NM to fld. 2583/17E.



SAN FRANCISCO

L-2G. 3A

DIAP. AD

### B TPA—See Remarks NOTAM FILE NFG 78 Not insp. RWY 03-21: H6005X200 (ASPH) PCN 80 F/C/W/T HIRL

LOS ANGELES H-41. L-4H

TRAN ALERT Ltd tran svc. no maintenance, hangar

RWY 21: SALSF. PAPI(P4L)-GA 3.5° TCH 52'. Rgt tfc. MILITARY SERVICE: JASU NC-8/NC-10 prior arrangement rgr with MCAS OPS DSN 365-4562/8386

RWY 03: PAPI(P4R)-GA 3.38° TCH 58'.

CAMP PENDLETON MCAS (MUNN FLD) (NFG)(KNFG)

N33°18.07′ W117°21.31′

C760-725-4562/8386 C760-725-4562/4563.

or tie-down parking avbl. Tran crews responsible for cold refueling of their own acft.

MILITARY REMARKS: Opr Mon and Fri 1600-0100Z‡, Tue-Thu 1600-0700Z (DT 1500-0700Z), CLOSED Sat, Sun and

holidays . Frequent opr hr modifications, check NOTAM. MCAS Flt Clnc manned 1 hr prior opr hr DSN 365-8016/3804, C760-725-8016/3804. High density tfc in Class D Airspace 1900-2300Z‡, tenant acft have

priority for local pattern opr. See FLIP AP/1 Supplementary Arpt Remarks, RSTD PPR 24 hr prior notice except for

hot refueling or pattern work, MCAS flight clearance DSN 365-8016/8026 C760-725-8016/8026 OPS. Mon-Fri 1600-0100Z‡. Ltd ramp space, acft PPR strictly enforced for all passengers, parts, cargo and tran acft.

Heavy Fixed Wing acft (C5, C141, C17) ctc MCAS OPS concerning weight bearing capacity. Heavy acft, full stop

ldg only. For use of MCB Range Facilities (LZ/DZ/CAL Site/vertical and short take-off and landing aircraft, etc.)

ctc MCB Range CON schedule DSN 365-4219/3510, C760-725-4219/3510. CAUTION Numerous hazards to

and holidays.) (R) SOCAL APP/DEP CON 127.3 323.0

Sun and holidays.) GND CON 128.775 360.2 PMSV METRO 342.4 (opr 24 hr. Wx forecast avbl 2 hr prior notice) MCB RANGE CON (LONG RIFLE) 123.2 301.9

holidays other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE CRO.

OCEANSIDE (H) VORTAC 115.3 OCN

Chan 55 NFG (111.8)

COMM/NAV/WEATHER REMARKS: Radar See Terminal FLIP for Radar Minima

Chan 100 N33°14.44′ W117°25.06′ 026° 4.8 NM to fld. 53/15E. N33°16.48′ W117°23.18′ 032° 2.2 NM to fld. 558/13E. NOTAM FILE

rising terrain all quadrants to 3200'. All acft use Idg Igt in tfc pattern after SS and in IMC. NS ABTMT Avoid overflt MCB Ranch House located 2000' NE apch end Rwy 21. MISC Wx opr 24 hr DSN 365-3327, C760-725-3327. COMMUNICATIONS: ATIS 267.6 (Mon and Fri 1600-0100Z±, Tue-Thu 1600-0700Z (DT 1500-0700Z), clsd Sat. Sun TOWER 128.775 271.6 340.2 (Mon and Fri 1600-0100Z‡, Tue-Thu 1600-0700Z (DT 1500-0700Z), clsd Sat, CLNC DEL 126.2 271.6 RADAR 128.45 236.3 BASE OPS 265.0

AIRSPACE: CLASS D svc Mon and Fri 1600-0100Z‡, Tue-Thu 1600-0700Z (DT 1500-0700Z) except Sat, Sun and

NFG. Unmonitored when arpt clsd. No NOTAM MP Fri 2100-0100Z‡. ASR/PAR (Mon and Fri 1600-0100Z‡, Tue-Thu 1600-0700Z (DT 1500-0700Z), clsd Sat, Sun and holidays.)

FUEL J5.

flt/gnd opr. Extensive VFR tfc in Class D Airspace. IFC PAT TPA—Fixed Wing 1100(1022), Rotary/Wing 600(522),

BULLDOG-SEVEN DEPARTURE (BLDG 7 . VISTA)

ATIS ★ 267.6

TAKE-OFF RWY 3: Climb to 2000 via track 032°. Join the NFG TACAN 8.4 DME ARC at or above 2000 and arc E to VISTA int. Cross VISTA INT at 4000 or assigned altitude.

TAKE-OFF RWY 21: Climb to 1000 within 2 NM via track 212° then turn left heading 140. Join the NFG TACAN 8.4 DME arc at or above 2000 and arc E to VISTA int. Cross VISTA INT at 4000 or assigned altitude.

BULLDOG-SEVEN DEPARTURE (BLDG 7 • VISTA)

OCEANSIDE, CALIFORNIA

OCEANSIDE, CALIFORNIA

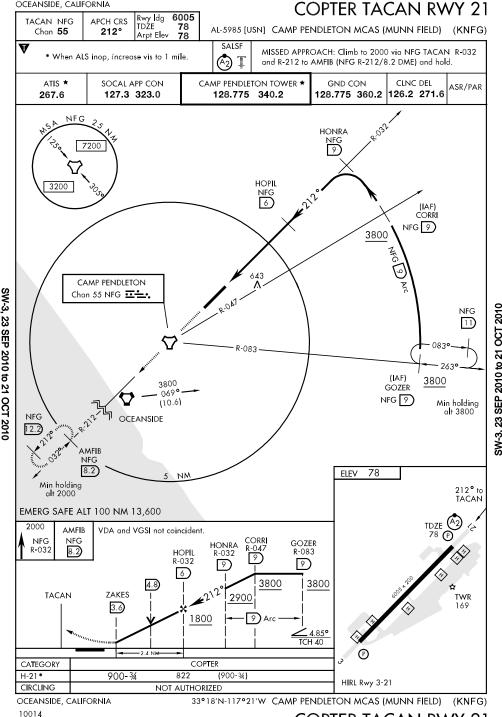
180

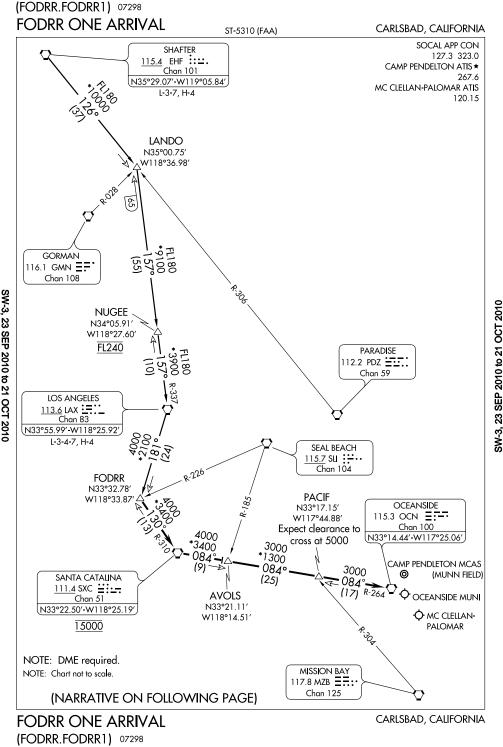
240

SW-3, 23 SEP 2010 to 21 OCT 2010

120

Knots





ST-5310 (FAA)

### ARRIVAL ROUTE DESCRIPTION

LOS ANGELES TRANSITION (LAX.FODRR1): From over LAX VORTAC via LAX R-181 to FODRR INT/DME FIX. Thence....

SHAFTER TRANSITION (EHF.FODRR1): From over EHF VORTAC via EHF R-126 and LAX R-337 to LAX VORTAC, then via LAX R-181 to FODRR INT/DME FIX. Thence....

....From over FODRR INT/DME FIX via SXC R-310 to SXC VORTAC, cross SXC VORTAC at 15000, then via SXC R-084 to AVOLS INT/DME FIX, then via SXC R-084 and OCN R-264 to PACIF INT/DME FIX, then via OCN R-264 to OCN VORTAC. Thence....

....LANDING CARLSBAD/MC CLELLAN-PALOMAR: From over OCN VORTAC expect

the ILS or LOC RWY 24 approach.
....LANDING CAMP PENDLETON MCAS (MUNN FIELD): From over OCN VORTAC

expect the VOR/DME or TACAN RWY 21 approach. ....LANDING OCEANSIDE MUNI: From over OCN VORTAC expect the VOR-A approach.

FODRR ONE ARRIVAL

ATIS ★267.6

CLNC DEL 126.2 271.6

128.775 360.2

128.775 340.2

SOCAL DEP CON 127.3 323.0

CAMP PENDLETON TOWER \*

GND CON

FOSS LAKE-SIX DEPARTURE (FOSS 6 • VISTA)(PILOT NAV) OCEANSIDE, CALIFORNIA Knots 60 120 180 240 V/V(fpm) **\***3 320 640 1280 ⊕ V/V(fpm) 390 780 1170 1560 O V/V(fpm) 290 580 870 1160 V/V(fpm) 430 860 1290 1720 470 940 1880 V/V(fpm) 1410 (f) V/V(fpm) 1480 370 740 1110

## MILITARY USE ONLY

SL-5985 [USN]

\* Minimum climb rate † ATC Climb Rate @ To 900 (800-2 ceiling and vis authorized in lieu of 1500 Minimum Climb Rate) 650 (b) To 1500 ②275 A © 1500 to 4000 (d) To 800 (800-2 ceiling and vis authorized in lieu of Minimum Climb Rate) © To 1000 (f) 1000 to 4000 Start turn at 1000 083 2000 (6.1)- R-083 --4000 OCEANSIDE VISTA 115.3 OCN **=:-**• 1-4 Chan 100 (1) 5470 ft from Rwy 21 (2) 4680 ft from Rwy 3 OCN MISSION BAY 117.8 MZB ==. 7000 . Chan 125 3000



SW-3, 23 SEP 2010 to 21 OCT 2010

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climb to 1500 via track 032°. Join the OCN VORTAC 9 DME arc at or above 1500 and arc E to VISTA int. Cross VISTA at 4000 or assigned altitude.

TAKE-OFF RWY 21: Climb to 1000 within 2 NM via track 212° turn left heading 135°, to join the OCN VORTAC R-083 at or above 2000 to VISTA int. Cross VISTA at 4000 or assigned altitude.

ATIS ★267.6

CLNC DEL 126.2 271.6

128.775 360.2

(2) 4680 ft from Rwy 3

GND CON

\* Minimum

SL-5985 [USN] 60 120 180 240 \* 3 @ 320 960 1280 V/V(fpm) 640 \*21 (b) V/V(fpm) 1720 430 860 1290 630 † 21 (C) V/V(fpm) 1260 2520 MILITARY USE ONLY 1890 580 1140 1740 2320 RADAR REQUIRED \*\*21 @ V/V(fpm) 630 1260 1890

CAMP PENDLETON TOWER \* 128.775 340.2 SOCAL DEP CON 127.3 323.0 Procedure restricted to 150 KIAS max. (1) 5470 ft from Rwy 21

ONTOS NFG 14)

\* \* Lost Communications To 900 (800-2 ceiling and vis authorized in lieu of Minimum Climb Rate) (b) To 800 (800-2 ceiling and vis authorized in lieu of Minimum Climb Rate) © To 1000

OCEANSIDE, CALIFORNIA

† ATC Climb Rate

(d) To 3600 (e) To 1000

SCUP NFG R-047 275 A CORRI NFG 9 2,00° CAMP PENDLETON Chan 55 NFG . 399 ① NOTE: Complete turn within 1.5 NM from DER of Rwy 21 to remain within Lima Airspace.

7200 3200

### V

SW-3,

23 SEP 2010 to 21 OCT 2010

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 (LIMA 6. ONTOS): Climb heading 030° for radar vectors.

TAKE-OFF RWY 21 (LIMA 6 • CORRI): Climb heading 210° for radar vectors.

NOTE: Vectors not auth NW of Rwy 3-21. No turns auth prior to reaching 1000 ft.

### Lost Communications:

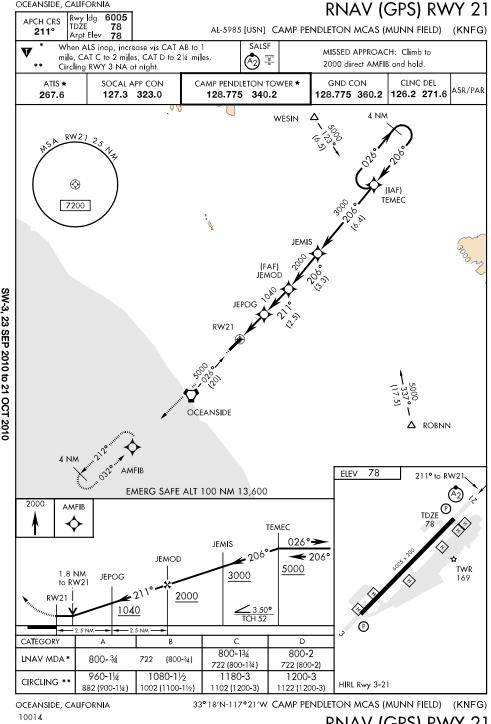
Runway 3: Climb to 3600 via heading 030°. Intercept NFG R-032 to SCUPI (NFG R-032/8.9 DME).

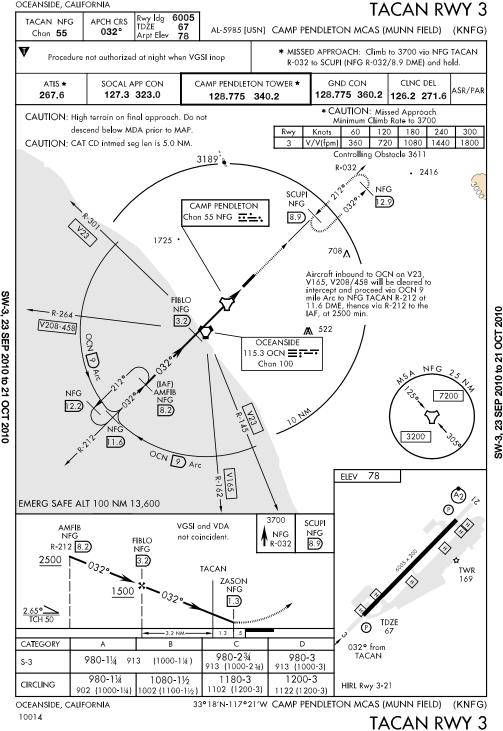
Runway 21: Climb to 1000 via heading 210°. Then climbing left turn to 3500 via heading 035° prior to NFG 0.2 DME to intercept NFG R-047 to CORRI (NFG R-047/9 DME). †

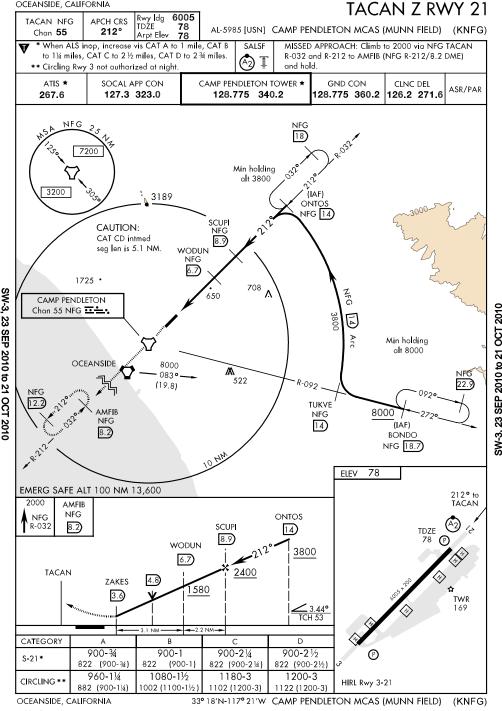
† F/W: At CORRI, climbing left turn to 5000 heading 307° to intercept NFG R-032 to ONTOS (NFG R-032/14 DME). Proceed with TACAN Z RWY 21.

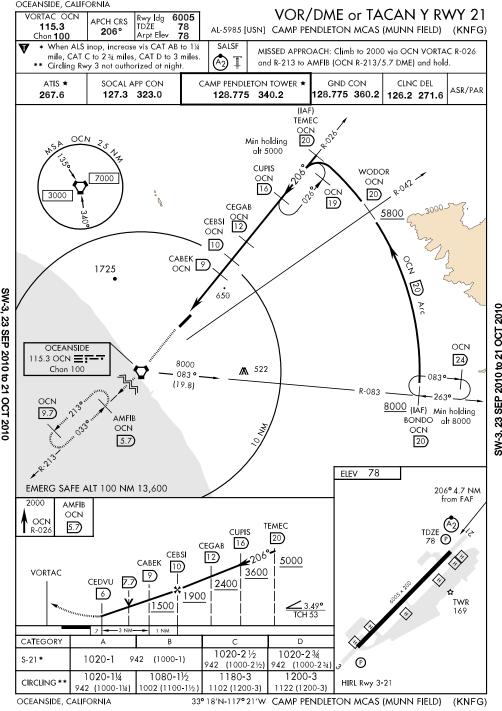
† Copter: At CORRI, proceed with COPTER TACAN RWY 21.

OCEANSIDE, CALIFORNIA









parked acft. Extremely noise sensitive arpt and community, for tkf Rwy 29 pilots are requested to maintain rwy heading until crossing the shoreline. ACTIVATE MIRL Rwy 11-29-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.7

(L52)

RWY 11-29: H2325X50 (ASPH)

RWY 11: Brush. Rgt tfc.

OCEANO CO

OCEAN RIDGE

OCEANSIDE MUNI

RWY No. Road

AIRPORT REMARKS: Attended Wed-Mon 1600-0100Z‡. Unattended Tue and Christmas day. Self svc fuel avbl 24 hr. Ultralight activity on and invof arpt. Recurring flocks of waterfowl on and invof arpt. Be alert for kites flown along

beach 1/2 mile west of rwy. Unsurfaced areas soft and unusable. Taxilanes very narrow near buildings and

N35°06.09' W120°37.34'

NOTAM FILE HHR

OCEANSIDE N33°14.44′ W117°25.06′

(See GUALALA)

(OKB)

FUEL 100LL

RWY 06-24: H2712X75 (ASPH)

VOR unusable 227°-265° byd 20NM.

2 NE

S-12

RWY 24: REIL. Hill. Rgt tfc.

edge lights byd dsplcd thld. All tfc patterns to N. Mountains W,

NW, SW Rwy 06 up to 280' MSL. Unlgtd mountain 160' MSL in

road south of arpt with the rwy. Noise abatement: Dep Rwy 24,

Rwy 06 start left turn speed and altitude permitting to avoid

centerline; fence and road within primary surface N side. MIRL Rwy 06-24 preset low ints, to increase ints ACTIVATE-CTAF.

1 W UTC-8(-7DT)

S-12.5

RWY 29: Brush.

B FUEL 100LL TPA-1000(986)

RCO 122.1R 115.3T (SAN DIEGO RADIO)

UTC-8(-7DT)NOTAM FILE OKB

TPA-1028(1000)

NOTAM FILE CRQ. (H) VORTAC 115.3 OCN Chan 100 097° 3.6 NM to Oceanside Muni. 53/15E.

N33°13.08' W117°21.09'

LOS ANGELES L-4H

LOS ANGELES

INS ANGELES

LOS ANGELES

H-41, L-4H

IAP

AIRPORT REMARKS: Attended 1800-0200Z‡. Fuel avbl 1400-0500Z‡. Touch and Go Landings not authorized. Flocks of geese, waterfowl and seagulls on and invof arpt. Rwy has no pavement marking or €3 €3 €3 2712 X 75 apch zone 3500' from W end of pavement Rwy 06. Do not confuse remain over river and canvon until harbor before turning. Departing school and homes E of arpt. +40-+90' trees 75'-125' N of rwy

(R) SOCAL APP/DEP CON 127.3 RADIO AIDS TO NAVIGATION: NOTAM FILE CRO. (H) VORTAC 115.3 OCN Chan 100

COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.1R 115.3T (SAN DIEGO RADIO)

N33°14.44' W117°25.06′ 097° 3.6 NM to fld. 53/15E.

**OCOTILLO WELLS** OCOTILLO (L9Ø) 0 N UTC-8(-7DT) N33°08.87' W116°07.90'

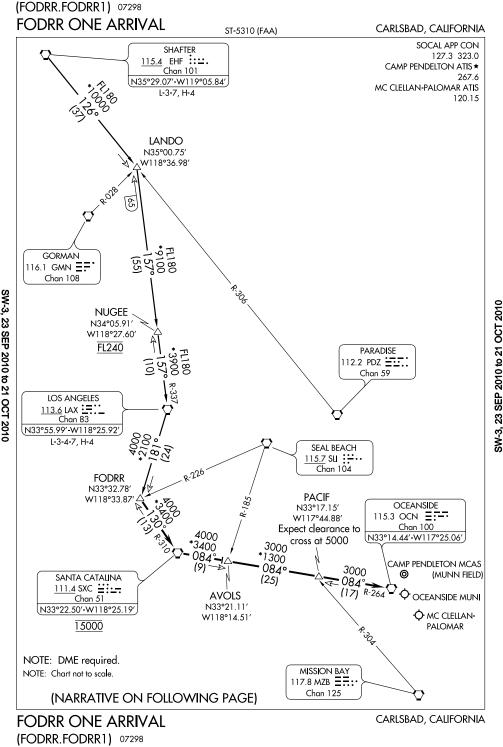
WEATHER DATA SOURCES: ASOS 127.8 (760) 439-9683.

TPA-960(800) NOTAM FILE SAN RWY 13-31: 4210X150 (DIRT) RWY 13: Hill.

RWY 31: Road. Rgt tfc. RWY 09-27: 2475X150 (DIRT) RWY 09: Hill. Rgt tfc.

COMMUNICATIONS: CTAF 122 9

RWY 27: Hill. AIRPORT REMARKS: Unattended. Fld unusable when wet. Rwy 09 and Rwy 27, Rwy 13 and Rwy 31 thids marked by white paying blocks. All rwy intersections marked by white paying blocks. Dune buggies and motorcycles are driven on and across rwys. Ultralight ops within 2 NM radius, surface to 4000' mean sea level dalgt hrs.



ST-5310 (FAA)

# ARRIVAL ROUTE DESCRIPTION

LOS ANGELES TRANSITION (LAX.FODRR1): From over LAX VORTAC via LAX R-181 to FODRR INT/DME FIX. Thence....

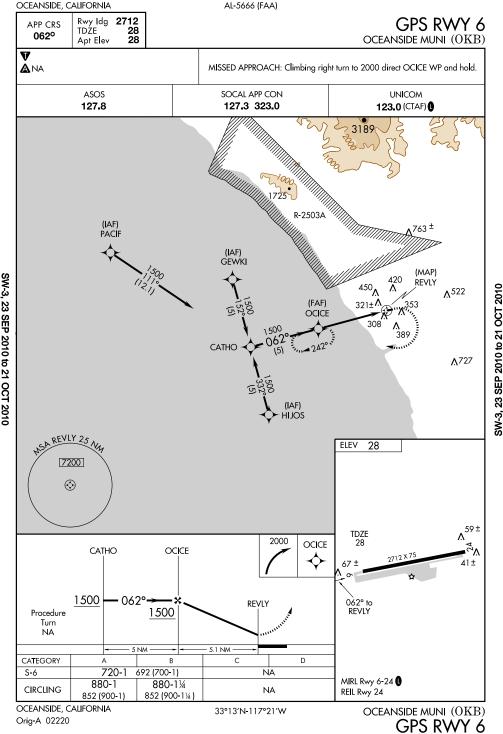
SHAFTER TRANSITION (EHF.FODRR1): From over EHF VORTAC via EHF R-126 and LAX R-337 to LAX VORTAC, then via LAX R-181 to FODRR INT/DME FIX. Thence....

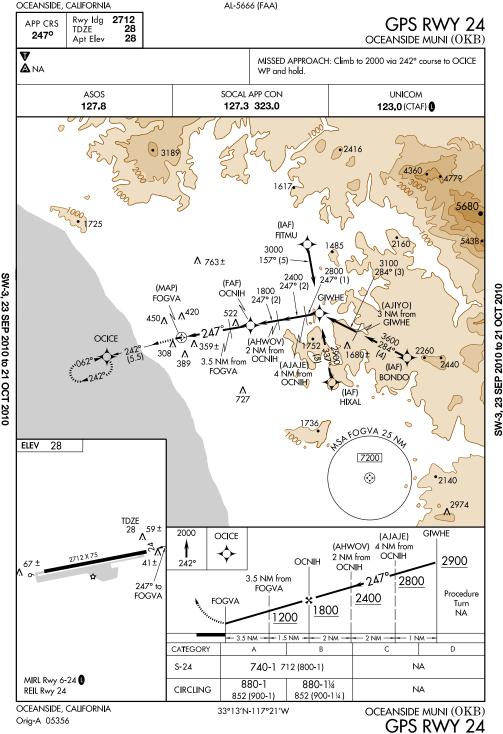
....From over FODRR INT/DME FIX via SXC R-310 to SXC VORTAC, cross SXC VORTAC at 15000, then via SXC R-084 to AVOLS INT/DME FIX, then via SXC R-084 and OCN R-264 to PACIF INT/DME FIX, then via OCN R-264 to OCN VORTAC. Thence....

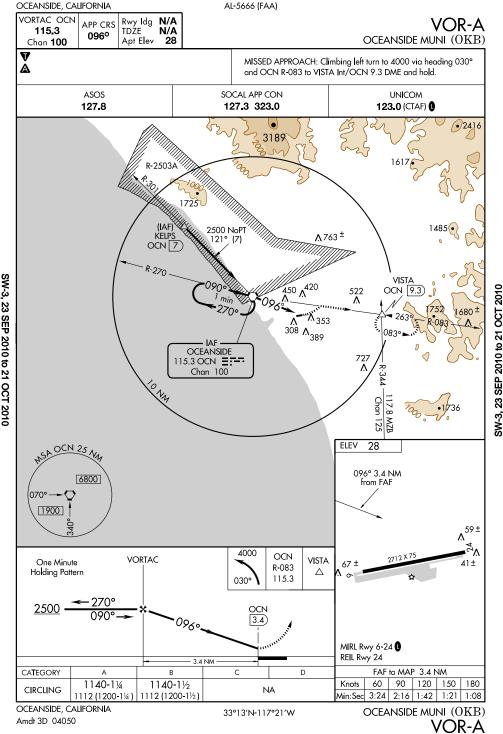
....LANDING CARLSBAD/MC CLELLAN-PALOMAR: From over OCN VORTAC expect the ILS or LOC RWY 24 approach.

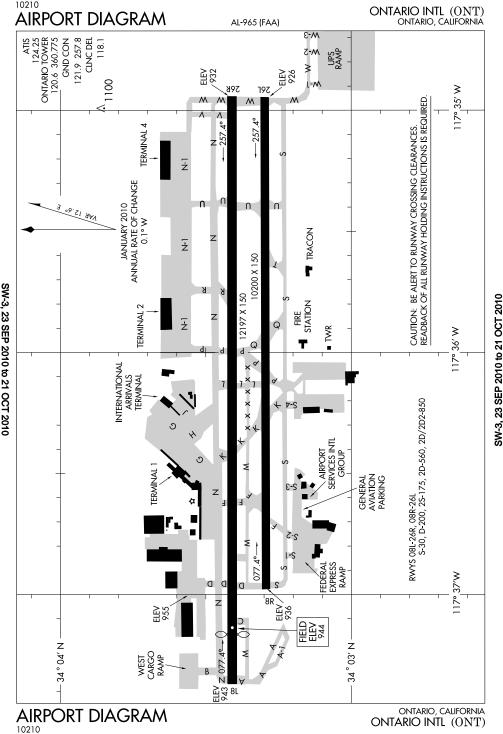
....LANDING CAMP PENDLETON MCAS (MUNN FIELD): From over OCN VORTAC expect the VOR/DME or TACAN RWY 21 approach.

expect the VOR/DME or TACAN RWY 21 approach. ....LANDING OCEANSIDE MUNI: From over OCN VORTAC expect the VOR-A approach.









(ONT) 2 E UTC-8(-7DT) N34°03.36' W117°36.07'

FUEL 100LL, JET A OX 3, 4 Class I, ARFF Index D

#### HIRI CI RWY 08L: MALSR. TDZL. Thid dsplcd 997'. Railroad. RWY 26R: MALSR, PAPI(P4L)-GA 3.0° TCH 75', Pole, Rgt tfc.

S4

ONTARIO INTL

944

RWY 08R: PVASI(PSIL)-GA 3.0°. Rgt tfc.

RWY 08R-26L: H10200X150 (CONC-GRVD) S-30, D-200, 2S-175, 2D-560, 2D/2D2-850 HIRL CL

RWY 26L: ALSF2. TDZL. PAPI(P4R)-GA 3.0° TCH 50'. Pole. AIRPORT REMARKS: Attended continuously. Wildlife hazard management

plan in effect; potential bird hazards may exist on and invof arpt; be alert to large numbers of starlings and crows possible on

approach to Rwy 26L and Rwy 26R, hawks, eagles, falcons and owls spotted on occasion. Acft parking and contract ground syc are Itd for non-scheduled ops. For scheduling information call afld ops (909) 975-5344. Pilots should use judgmental oversteer on Twv A, Twv M, Twv H, Twv J, Twv S-3 and Twv S-4, No access to

Rwy 08R from Twy A. Twy W south of Twy S is a non-movement area, all acft ctc ramp ctl 131.325 for access. Twy H restricted to acft with wingspan of 124' or smaller acft when Gate 35A occupied by B747 or larger acft. Twy J restricted to acft with wing

span of 108' or smaller. Twy M, Twy A, Twy S-3 and Twy S-4 restricted to acft with wingspan 117' or smaller. Eastbound B747, B777, A330, A340 or larger acft on Twy S prohibited from northbound turns onto Twy K. B747. B777. A330. A340 or larger acft on Twy S prohibited from northbound turns onto Twy P. Twy S south of centerline btn Twy S2

visual range avbl. Runway visibility value Rwy 08L and Rwy 26R avbl. Runway visibility value Rwy 08R and Rwy 26L avbl. All military and general aviation (fixed or rotor wing) acft opr are rstd to FBO facilities with advance

coordination overnight tiedown and parking fee. FBO's on frequencies 130.7 and 131.6. Noise abatement procedures in effect; full-length turboiet departures encouraged, nightly preferential rwy usage, 0500-1400Z±. NOTE: See Special Notices-Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (909) 937-2186, LAWRS. COMMUNICATIONS: D-ATIS 124.25 (909) 605-0056.

R SOCAL APP/DEP CON 135.4 (S-SW) 134.0 (E-S) 127.25 (N-NE) 125.5 (SW-N) 119.65 (NE-E) **TOWER 120.6** GND CON 121.9 **CLNC DEL** 118.1

AIRSPACE: CLASS C svc ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE POC.

POMONA (L) VORTAC 110.4 POM

IIS 109 7 I-AOD Rwy 08I Class IF

N34°04.70′ W117°47.22′ Chan 41

PETIS NDB (HW) 397 SB N34°03.39′ W117°21.97′ 256° 11.7 NM to fld. NOTAM FILE ONT. **ILS/DME** 109.7 I-ONT Chan 34 Rwy 26R. Class IA. Glide path unusable for coupled approach below

and Twy S3, and the southern half of Twy S-2 and Twy S-3 are not visible from twr, pilots use caution entering Twy S-2 and Twy S-3. Rwy 08L and Rwy 26R, Rwy 08R and Rwy 26L touchdown, midfield, and rollout runway

1.520'. ILS/DME 111.35 I-TWO Chan 50(Y) Rwy 26L. Class IIIE.

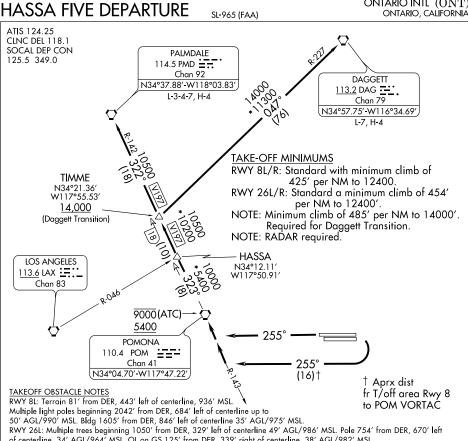
RWY 08L-26R: H12197X150 (CONC-GRVD) S-30, D-200, 2S-175, 2D-560, 2D/2D2-850 H-41, L-3E, 4H, 7C, A IAP. AD

083° 9.4 NM to fld. 1273/15E.

NOTAM FILE ONT

LOS ANGELES

COPTER



of centerline, 34' AGL/964' MSL. OL on GS 125' from DER, 339' right of centerline, 38' AGL/982' MSL. RWY 26R: Multiple light poles beginning 1144' from DER, 211' right of centerline, up to 37' AGL/986' MSL. Multiple poles beginning 580' from DER, 504' right of centerline, up to 38' AGL/986' MSL. Multiple trees beginning 1672' from DER, 673' right of centerline, up to 60' AGL/1030' MSL. Terrain 30' from DER, 497' right of centerline 951' MSL. OL on LOC 381' from DER, 1' right of centerline, 13' AGL/953' MSL. Railroad 892' from DER, 595' left of centerline, 27 AGL/967' MSL. Ant on bldg 193' from DER, 396' left of centerline, 20' AGL/950' MSL. Pole 739' from DER, 610' left of centerline, 39' AGL/969' MSL. OL on DME 369' from DER, 262' left of centerline, 22' AGL/962' MSL. LT pole 483' from DER, 263' left of centerline, 43' AGL/973' MSL

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L/R: Turn right heading 255° to intercept and proceed via POM R-143 to POM VORTAC. Thence...

TAKE-OFF RUNWAYS 26L/R: Fly heading 255° to intercept and proceed via POM R-143 to POM VORTAC. Thence...

...via transition or assigned route. Cross POM VORTAC at or below 9000' (ATC)/5400. Expect clearance to filed altitude 10 minutes after departure.

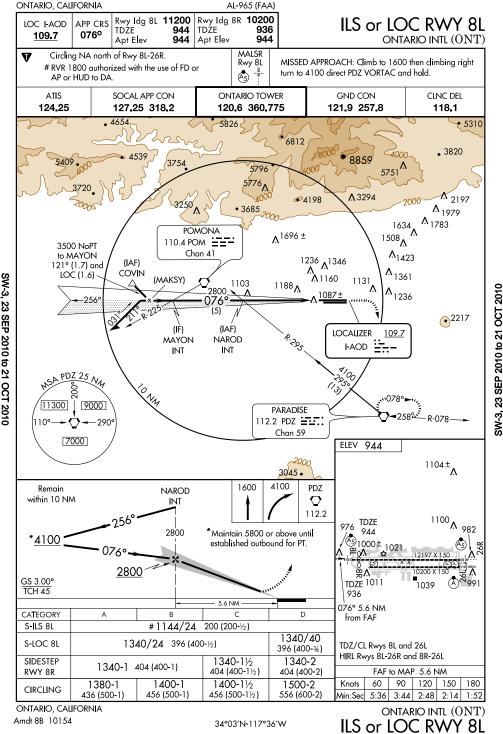
DAGGETT TRANSITION (HASSA5.DAG): From over POM VORTAC via POM R-323 to HASSA INT and via POM R-323 to TIMME INT and DAG R-227 to DAG VORTAC.

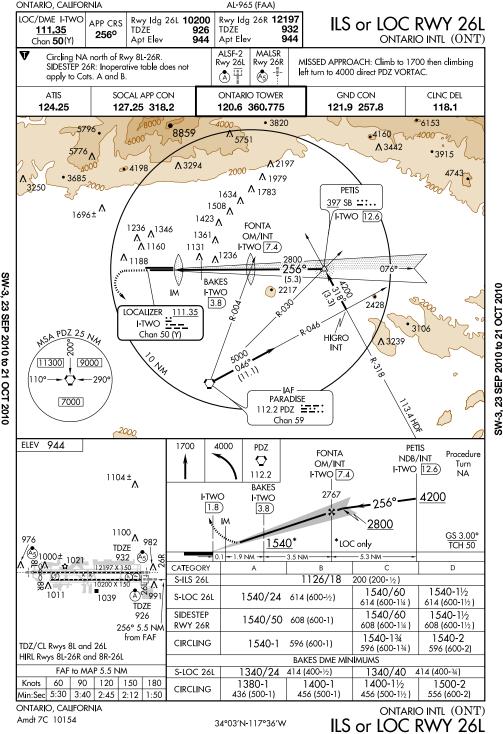
PALMDALE TRANSITION (HASSA5.PMD): From over PMD VORTAC via POM R-323 to HASSA INT and via POM R-323 and PMD R-142 to PMD VORTAC.

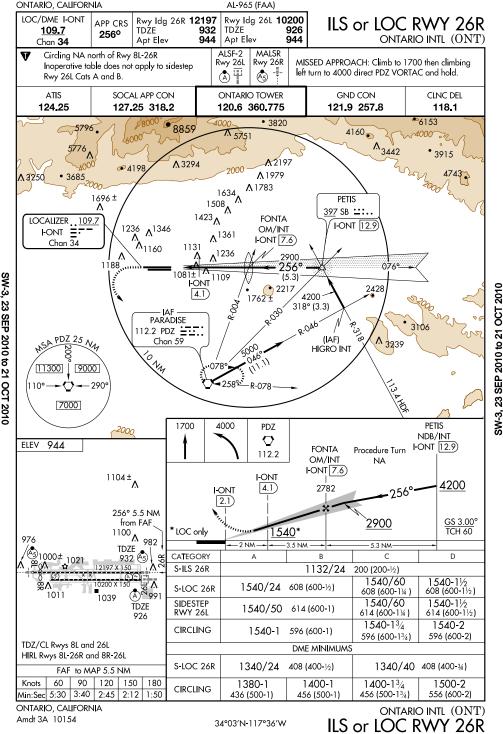
## HASSA FIVE DEPARTURE

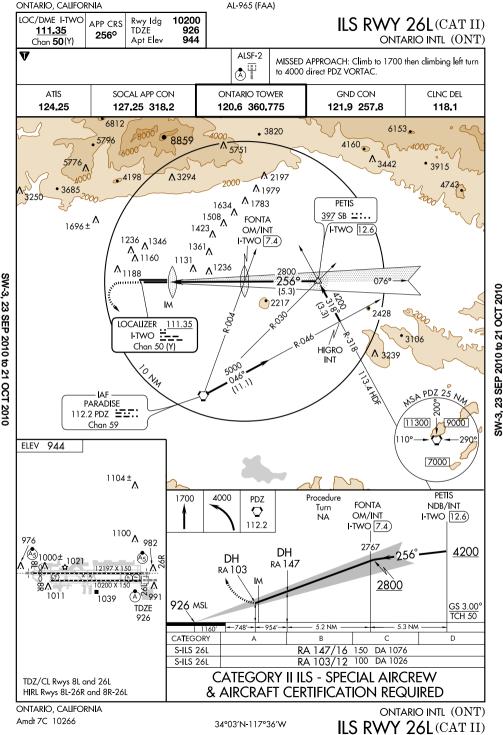
SW-3, 23 SEP 2010 to 21 OCT 2010

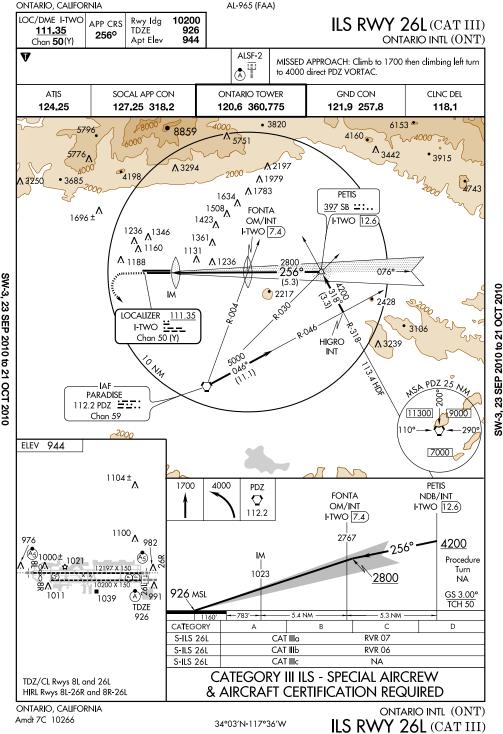
V

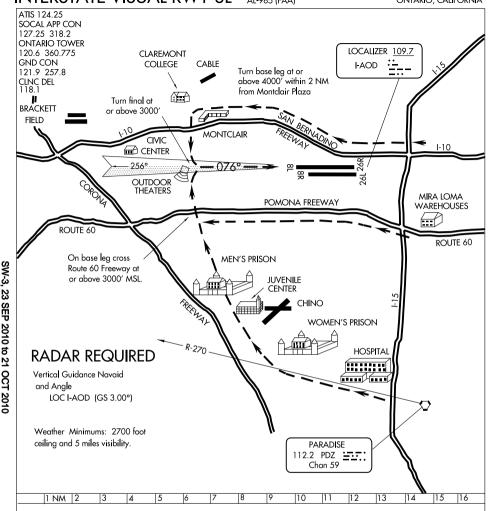












## INTERSTATE VISUAL RWY 8L

When Visual Approaches to Runway 8L are in progress, clearances will be given utilizing in part the following phraseology:

> "(IDENT) CLEARED FOR INTERSTATE VISUAL RUNWAY 8L APPROACH."

RWY 8L/R: Standard with minimum climb of 425' per NM to 14,000'.

RWY 26L/R: NA ATC. NOTE: RADAR required. NOTE: DME required.

POMONA
110.4 POM == Chan 41
N34°04.70′-W117°47.22′

† Aprx dist
fr T/off area Rwy 8

**GASKI** 

N34°06.55'

W117°48.14'

7400

9000 (ATC)

TAKE-OFF OBSTACLE NOTES
RWY 08L: Terrain 81' from DER, 443' left of centerline, 936' MSL.

Multiple light poles beginning 2042' from DER, 684' left of centerline 50' AGL/990' MSL. BLDG 1605' from DER, 846' left of centerline 35' AGL/975' MSL.

RWY 26L: Multiple trees beginning 1050' from DER, 329' left of centerline, up to 49' AGL/986' MSL.

Pole 754' from DER, 670' left of centerline, 34' AGL/964' MSL.

OL on GS 125' from DER, 339' right of centerline, 38' AGL/982' MSL. RWY 26R: Multiple light poles beginning 1144' from DER, 211' right of centerline, up to 37' AGL/986' MSL.

Multiple poles beginning 580' from DER, 504' right of centerline, up to 38' AGL/986'MSL.

Multiple trees beginning 1672' from DER, 673' right of centerline, up to 60' AGL/1030' MSL. Terrain 30' from DER, 497' right of centerline, 951 MSL.

Terrain 30' from DER, 497' right of centerline, 951 MSL.
OL on LOC 381' from DER, 1' right of centerline, 13' AGL/953' MSL.

Railroad 892' from DER, 595' left of centerline, 27 AGL/967' MSL.

ANT on BLDG 193' from DER, 396' left of centerline, 20' AGL/950' MSL. Pole 739' from DER, 610' left of centerline, 39' AGL/969' MSL.

OL on DME 369' from DER, 262' left of centerline, 22' AGL/962' MSL. LT pole 483' from DER, 263' left of centerline, 43' AGL/973' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ONTARIO, CALIFORNIA

SW-3, 23 SEP 2010 to 21 OCT 2010

ONTARIO THREE DEPARTURE

(ONT3.POM) 10098

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

to POM VORTAC

ONTARIO INTL (ONT)
SL-965 (FAA) ONTARIO, CALIFORNIA

V

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L/R: Turn right heading 250° to intercept and proceed via POM R-143 to POM VORTAC. Cross GASKI at or below 9000 (ATC)/7400,

cross KELSE at or above 13,000 (ATC), cross TIMME at 14,000 (ATC). Thence... ...via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure.

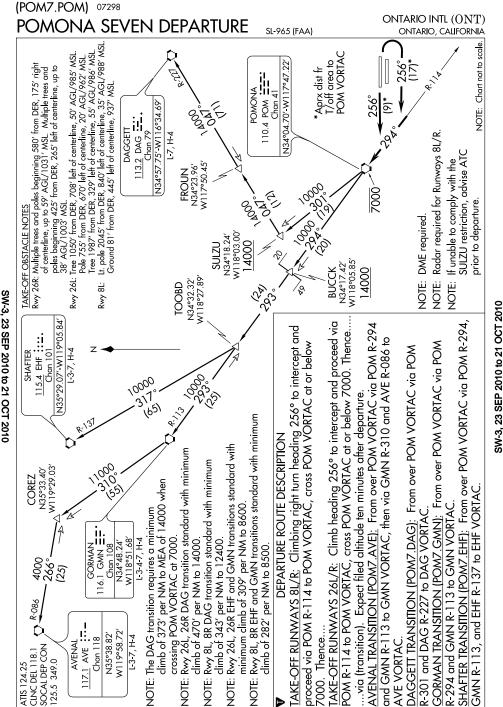
AVENAL TRANSITION (ONT3.AVE): From over TIMME INT via GMN R-104 to GMN VORTAC, and via GMN R-310 to COREZ, and via AVE R-086 to AVE VORTAC.

DAGGETT TRANSITION (ONT3.DAG): From over TIMME INT via DAG R-227 to DAG VORTAC.

GORMAN TRANSITION (ONT3.GMN): From over TIMME INT via GMN R-104 to GMN VORTAC.

to GMN VORTAC.
SHAFTER TRANSITION (ONT3.EHF): From over TIMME INT via GMN R-104 to SUGZI and via EHF R-135 to EHF VORTAC.

SW-3, 23 SEP 2010 to 21 OCT 2010



# SOCAL DEP CON CLNC DEL 118.1 125.5 349.0 ATIS 124.25 **DEPARTURE**

W119°58.72′ N35°38.82′ L 3 7, H 4

> ONTARIO, CALIFORNIA ONTARIO INTL (ONT)

AVE VORTAC.

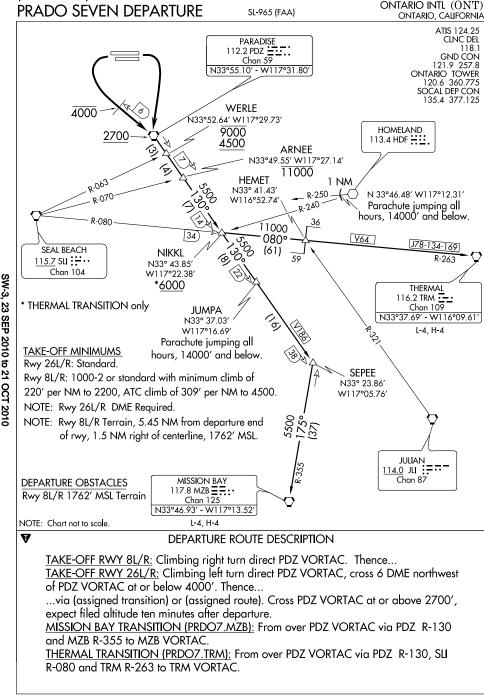
7000. Thence....

E NO L I

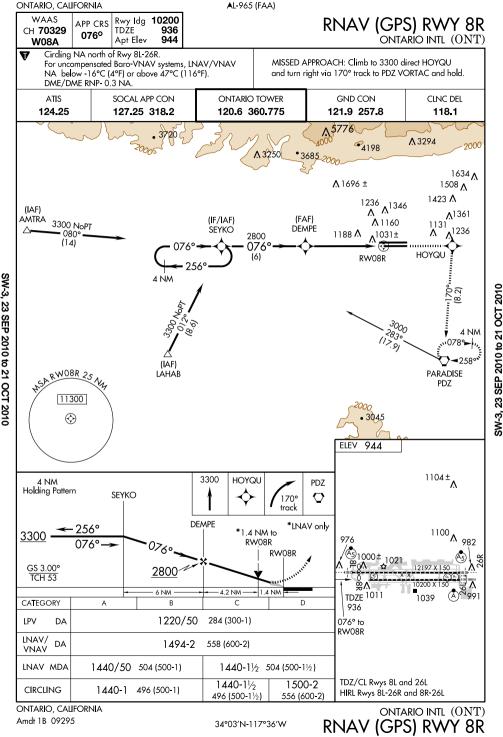
117.1 AVE ::-

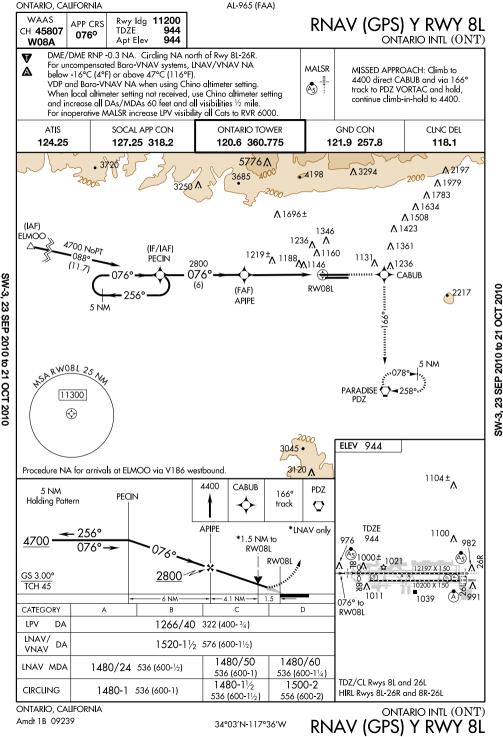
AVENAL

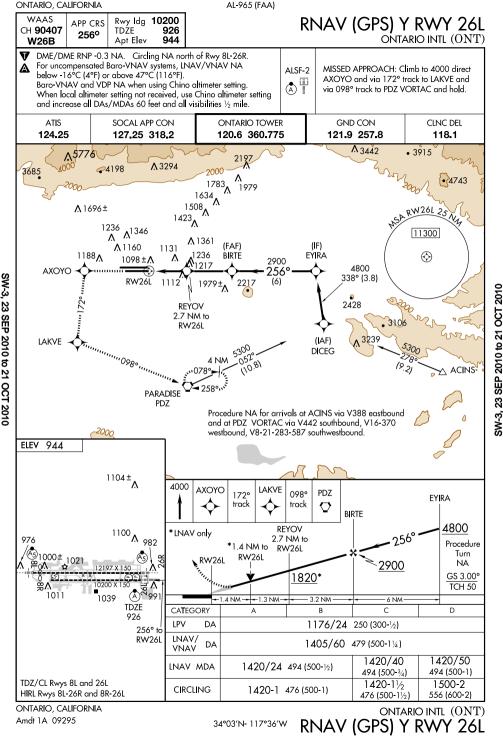
Chan 118

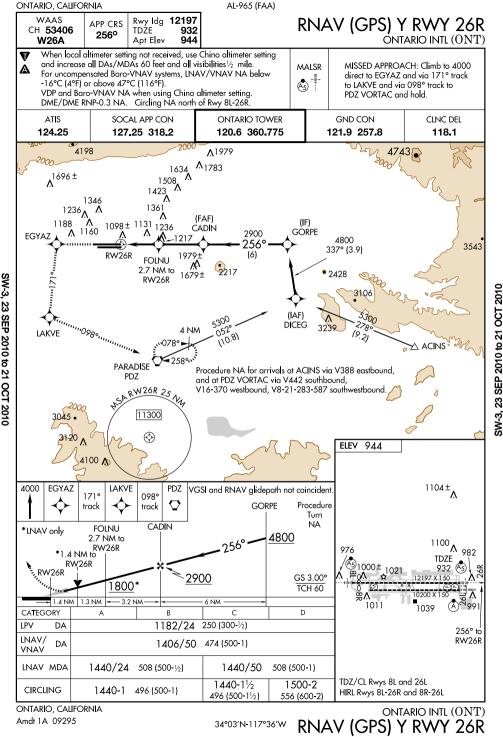


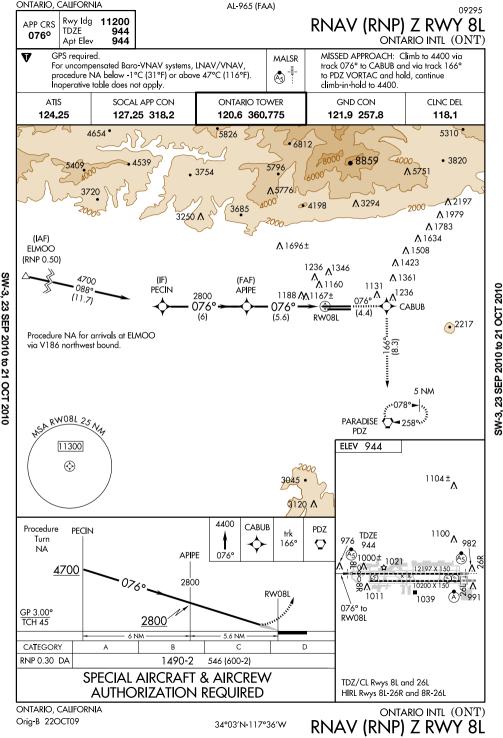
(PRDO7.PDZ) 09239

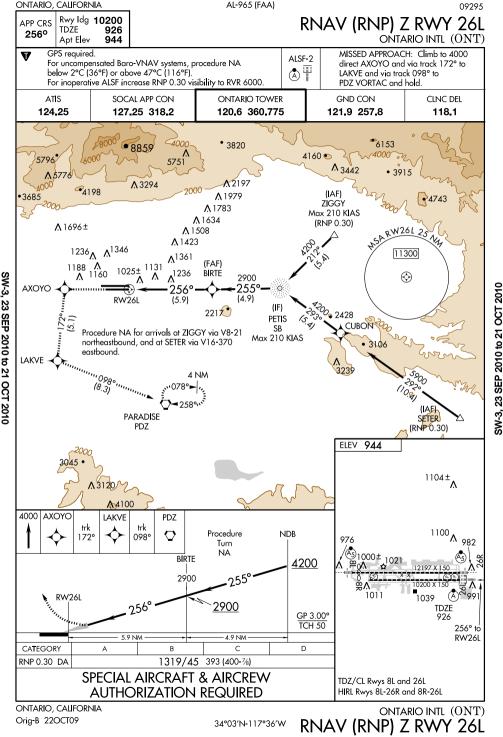


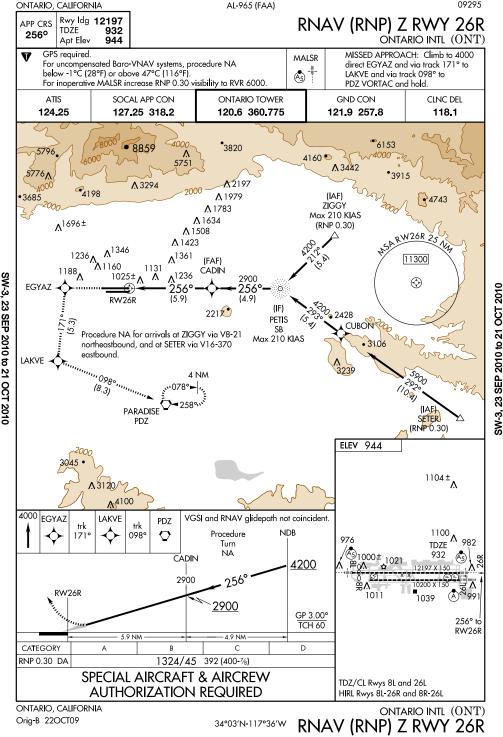


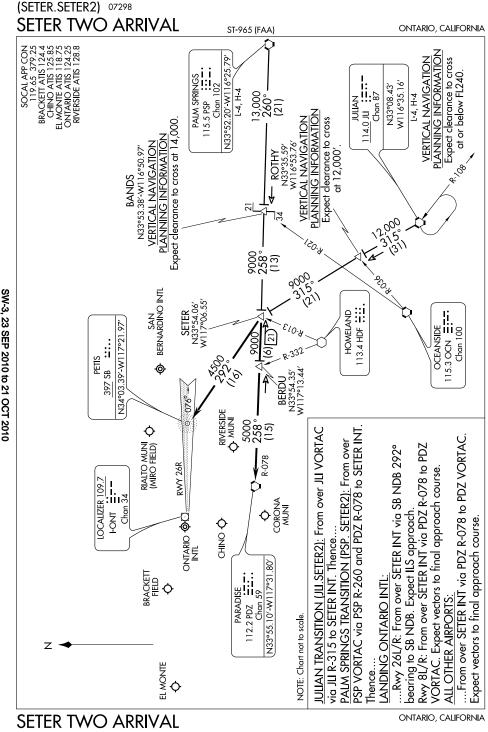


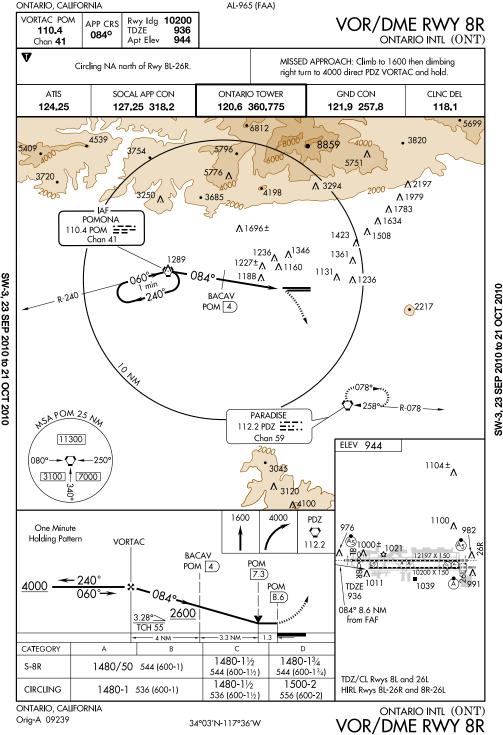


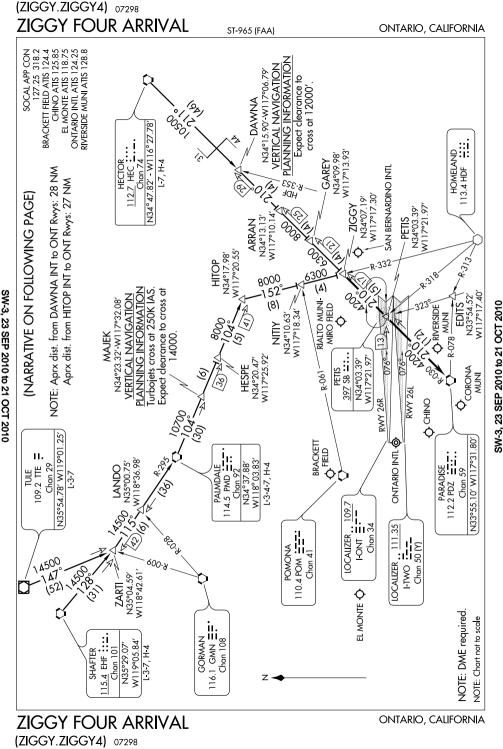












ZIGGY FOUR ARRIVAL

#### ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

# LANDING ONTARIO INTL:

- .... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- .... RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

#### ALL OTHER AIRPORTS:

- . . . . From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

SW-3, 23 SEP 2010 to 21 OCT 2010

L-2G

IAP

SAN FRANCISCO

SAN FRANCISCO

## **CALIFORNIA**

after hours call 530-865-1173. Ultralight activity on and invof

33-CTAF.

S4

RWY 15-33: H4500X60 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 122.7

(R) OAKLAND CENTER APP/DEP CON 132.2 RADIO AIDS TO NAVIGATION: NOTAM FILE CIC.

ORLAND HAIGH FLD

W121°50.83' 237° 14.5 NM to fld. 215/16E.

S-30 RWY 33: PAPI(P2L)-GA 3.5° TCH 23'. Poles. AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z‡. For attendant

arpt. ACTIVATE MIRL Rwy 15-33 and PAPI Rwy 15 and Rwy

CHICO RCO 122.1R 109.8T (RANCHO MURIETA RADIO)

CHICO (T) VOR/DME 109.8 CIC Chan 35 N39°47.39'

(037) 3 SE UTC-8(-7DT) N39°43.22' W122°08.78'

FUEL 80, 100LL TPA-1215(1000) NOTAM FILE RIU

MIRL

RWY 15: PAPI(P2L)-GA 3.5° TCH 24'. Road.

00000 03 03 03 03 0000 Ponds Asphal ଫ ଫ ଫ ଫ ଫ ଫ ଫ 00000000 0000000

#### OROVILLE LAKE OROVILLE LANDING AREA SPB (0Ø6) 5 NE UTC-8(-7DT) N39°33.99′ W121°28.06′ 900 FUEL MOGAS TPA-1700(800)

NOTAM FILE RIU WATERWAY ALL WAY: 9000X9000 (WATER) SEAPLANE REMARKS: Unattended. For lake information ctc marina 530-589-3152. Lake elevation varies from 700'-900' MSL. Waterway all way ldg area located in center of main body of lake. Waterway all way ldg zone is a

HIRL 0.5% up NW

RWY 01-19: H6020X100 (ASPH)

RWY 19: PAPI(P2L)-GA 3.0° TCH 41'. RWY 12-30: H3540X100 (ASPH)

RWY 12: VASI(V2L)-GA 3.0° TCH 35'.

9,000 ft diameter circular area in center of main body of lake. **COMMUNICATIONS: CTAF 122.9** 

S-60, D-80 HIRL

Chan 45

N39°05.92'

OROVILLE MUNI (OVE) 3 SW UTC-8(-7DT) N39°29.27' W121°37.32' 192 B FUEL 100LL, JET A TPA-992(800) NOTAM FILE OVE

SAN FRANCISCO H-3B. L-2G IAP

RWY 30: VASI(V2L)-GA 3.0° TCH 32'. Trees. AIRPORT REMARKS: Unattended. For Arpt information Mon-Fri ctc (530) 538-2490. Firefighting acft invof arpt May-Oct. Rwy 12-30 NSTD MIRL 25' from pavement edge. Twy from Rwy 01-19 to golf course/restaurant tiedowns 20' wide with no shoulders. ACTIVATE

HIRL Rwy 01-19 and Rwy 12-30-CTAF. PAPI Rwy 19, VASI Rwy

338° 23.4 NM to fld. 62/16E.

S-25

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) NORCAL APP/DEP CON 125.4

12 and VASI Rwy 30 opr continuously. WEATHER DATA SOURCES: ASOS 121.425 (530) 533-5792.

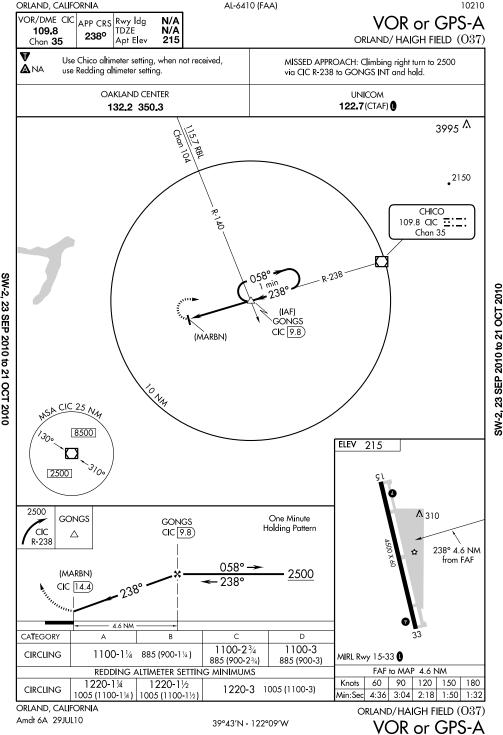
RADIO AIDS TO NAVIGATION: NOTAM FILE MYV. MARYSVILLE (T) VOR/DME 110.8 MYV

W121°34.38′ NOTAM FILE OVE. Unmonitored, SHUTDOWN.

HELIPAD H1: H25X25 (ASPH) HELIPAD H2: H25X25 (ASPH)

HELIPORT REMARKS: Helipads H1 and H2 CLOSED indef

NDB (MHW) 212 OVE N39°29.68' W121°37.33'



L-2G

IAP

SAN FRANCISCO

SAN FRANCISCO

## **CALIFORNIA**

after hours call 530-865-1173. Ultralight activity on and invof

33-CTAF.

S4

RWY 15-33: H4500X60 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 122.7

(R) OAKLAND CENTER APP/DEP CON 132.2 RADIO AIDS TO NAVIGATION: NOTAM FILE CIC.

ORLAND HAIGH FLD

W121°50.83' 237° 14.5 NM to fld. 215/16E.

S-30 RWY 33: PAPI(P2L)-GA 3.5° TCH 23'. Poles. AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z‡. For attendant

arpt. ACTIVATE MIRL Rwy 15-33 and PAPI Rwy 15 and Rwy

CHICO RCO 122.1R 109.8T (RANCHO MURIETA RADIO)

CHICO (T) VOR/DME 109.8 CIC Chan 35 N39°47.39'

(037) 3 SE UTC-8(-7DT) N39°43.22' W122°08.78'

FUEL 80, 100LL TPA-1215(1000) NOTAM FILE RIU

MIRL

RWY 15: PAPI(P2L)-GA 3.5° TCH 24'. Road.

00000 03 03 03 03 0000 Ponds Asphal ଫ ଫ ଫ ଫ ଫ ଫ ଫ 00000000 0000000

#### OROVILLE LAKE OROVILLE LANDING AREA SPB (0Ø6) 5 NE UTC-8(-7DT) N39°33.99′ W121°28.06′ 900 FUEL MOGAS TPA-1700(800)

NOTAM FILE RIU WATERWAY ALL WAY: 9000X9000 (WATER) SEAPLANE REMARKS: Unattended. For lake information ctc marina 530-589-3152. Lake elevation varies from 700'-900' MSL. Waterway all way ldg area located in center of main body of lake. Waterway all way ldg zone is a

HIRL 0.5% up NW

RWY 01-19: H6020X100 (ASPH)

RWY 19: PAPI(P2L)-GA 3.0° TCH 41'. RWY 12-30: H3540X100 (ASPH)

RWY 12: VASI(V2L)-GA 3.0° TCH 35'.

9,000 ft diameter circular area in center of main body of lake. **COMMUNICATIONS: CTAF 122.9** 

S-60, D-80 HIRL

Chan 45

N39°05.92'

OROVILLE MUNI (OVE) 3 SW UTC-8(-7DT) N39°29.27' W121°37.32' 192 B FUEL 100LL, JET A TPA-992(800) NOTAM FILE OVE

SAN FRANCISCO H-3B. L-2G IAP

RWY 30: VASI(V2L)-GA 3.0° TCH 32'. Trees. AIRPORT REMARKS: Unattended. For Arpt information Mon-Fri ctc (530) 538-2490. Firefighting acft invof arpt May-Oct. Rwy 12-30 NSTD MIRL 25' from pavement edge. Twy from Rwy 01-19 to golf course/restaurant tiedowns 20' wide with no shoulders. ACTIVATE

HIRL Rwy 01-19 and Rwy 12-30-CTAF. PAPI Rwy 19, VASI Rwy

338° 23.4 NM to fld. 62/16E.

S-25

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) NORCAL APP/DEP CON 125.4

12 and VASI Rwy 30 opr continuously. WEATHER DATA SOURCES: ASOS 121.425 (530) 533-5792.

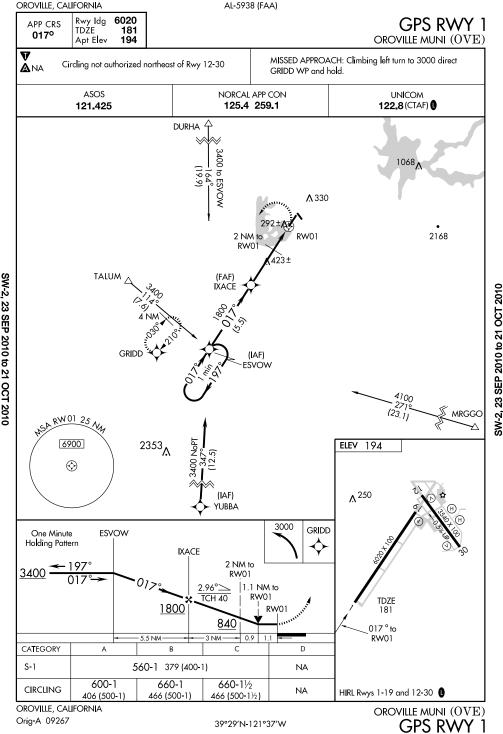
RADIO AIDS TO NAVIGATION: NOTAM FILE MYV. MARYSVILLE (T) VOR/DME 110.8 MYV

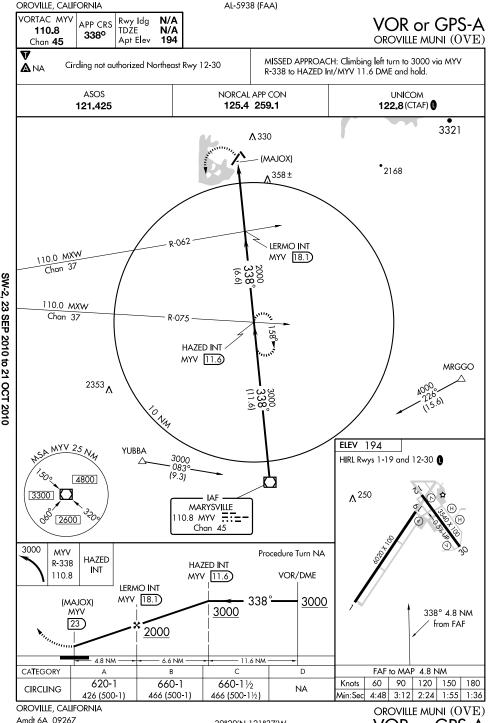
W121°34.38′ NOTAM FILE OVE. Unmonitored, SHUTDOWN.

HELIPAD H1: H25X25 (ASPH) HELIPAD H2: H25X25 (ASPH)

HELIPORT REMARKS: Helipads H1 and H2 CLOSED indef

NDB (MHW) 212 OVE N39°29.68' W121°37.33'

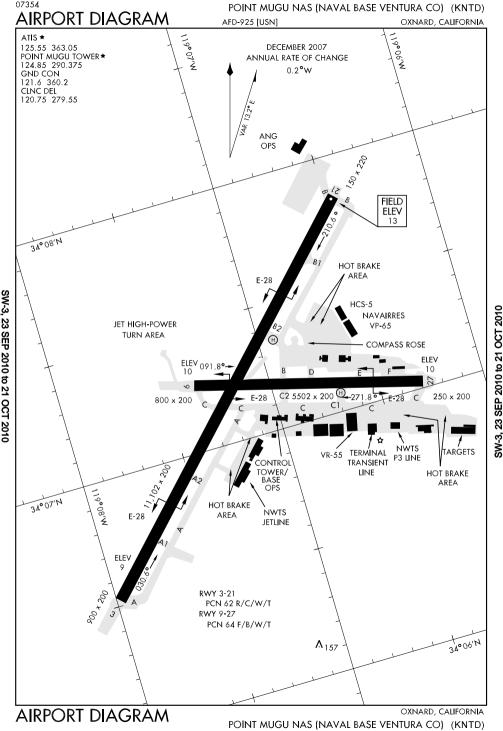




Amdt 6A 09267

VOR or GPS-A

SW-2, 23 SEP 2010 to 21 OCT 2010



HOOK E28(B) (2502') RWY 21

HOOK E28(B) (1252') RWY 27

OIL

FLUID SP LHOX LOX

HIRL

HIRI

ANG OPS 305.6

#### (NTD)(KNTD) NAS (ANG) N34°07 22' W119°07 26' 13 B NOTAM FILE NTD Not insp.

PCN 62 R/C/W/T

POINT MUGU NAS (NAVAL BASE VENTURA CO) UTC-8(-7DT) 0 N LOS ANGELES H-4H, L-3E, 4G, 7B DIAP. AD

RWY 03: SALSF, OLS, VASI(V4L)-GA 3.0° TCH 47'. RWY 21: MALSE, OLS, RAIL, VASI(V4R)-GA 3.0° TCH 45'. RWY 09-27: H5502X200 (ASPH) PCN 64 F/B/W/T

RWY 03-21: H11102X200 (ASPH)

RWY 27. OLS ARRESTING GEAR/SYSTEM

RWY 03 HOOK E28(B) (2500') RWY 09 HOOK E28(B) (641')

MILITARY SERVICE: JASU 3(NCPP-105) 8(A/M47A-4) 9(GTC-85) FUEL J5, J8 TRAN ALERT Opr weekdays 1400-0200Z±: clsd alternate Fri, Sat, Sun and Federal Holidays, No.

tran acft outside these hrs without PPR.

MILITARY REMARKS: Opr 1500-0700Z‡. See FLIP AP/1 Supplementary Arpt Remarks and AP/1A. RSTD PPR. OPS Duty

Officer DSN 351-8521, C805-989-8521, Prior coordination or flt advisory rgr AMC/NALO mission, CAUTION Extreme mid-air potential due to high density VFR general aviation tfc in vicinity. Civilian arpt (Camarillo) 6 NM N uncontrolled 0500-1500Z± daily. High terrain to 1567' E of fld. Bird hazard. Hang glider activity vicinity Round

Mt 4 NM NE SR-SS, TFC PAT Reduced rwy separation standards in effect USN/USMC acft, Rwy 21 dep do not

commence turns until 500' and ½ NM offshore. Rwy 27 dep do not commence turns until 500'. NS ABTMT Avoid populated areas when possible due to extreme noise sensitive area. Procedure in effect 0200-1600Z±. Expect

Rwy 03 arr on Rwy 21 dep between 0200-1600Z<sup>±</sup> and 24 hr weekdays, alternate Fri, Sat, Sun, and Federal Holidays. CSTMS/AG/IMS Customs, Agriculture, Immigration avbl during opr hr with 24 hr prior notice. ANG Channel Islands ANGB PPR DSN 893-7577, C805-986-7577.

COMMUNICATIONS: SFA ATIS 125.55 363.05 FILLMORE RCO 122.1R 112.5T (HAWTHORNE RADIO)

(R) APP/DEP CON 128.65 307.275 (1500-0700Z±) R L.A. CENTER APP/DEP CON 135.5 327.1 (0700-1500Z‡)

TOWER 124.85 135.175 290.375 340.2 (1500-0700Z‡, clsd holidays other times ctc L.A. Center App/Dep GND CON 121 6 360 2 CLNC DEL 120.75 279.55 PMSV METRO 386.35 OTS indef. BASE OPS 267.5

AIRSPACE: CLASS D svc 1500-0700Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE PRC. FILLMORE (L) VORTAC 112.5 FIM Chan 72

N34°21.40′ W118°52.88′ NTD (110.6) N34°07.40' W119°07.32' (L) TACAN Chan 43

0700-1500Z±. TACAN unusable 060°-110° bvd 15 NM blo 5.000' I–RRG Chan 30 Rwy 21. ASR/PAR (1500-0700Z‡)

Unmonitored 0700-1500Z‡. COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. Expanded Radar Syc—All fit conducted under positive control. Inbound acft not opr under ATC or Plead (132.425 306.6), ctc APP CON 25 NM out.

POINT REYES N38°04.79′ W122°52.07′ NOTAM FILE OAK. Chan 84

(H) VORTACW 113.7 PYE San Francisco Intl ATIS avbl. VOR unusable 135°-305° beyond 20 NM below 3000'

(L) VORTAC 110.4 POM

VORTAC unusable:

300°-045° byd 20 NM VOR unusable:

RCO 123 65 (RIVERSIDE RADIO)

280°-300° byd 20 NM blo 13,000'

POMONA N34°04.70′ W117°47.22′ NOTAM FILE POC.

Chan 41 at Brackett Fld. 1273/15E.

057° 15.4 NM to Gnoss Fld. 1340/17E.

H-3A, L-2F, 3A, A

205° 18.5 NM to fld. 2200/15E.

LOS ANGELES

COPTER

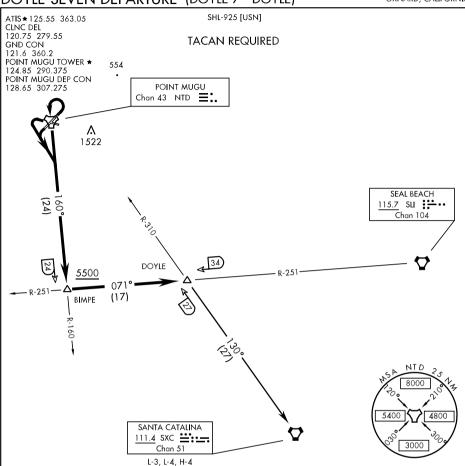
H-41, L-3E, 4H, 7C, A

SAN FRANCISCO

at fld. 6/15E. NOTAM FILE OXR. Unmonitored

V

OXNARD, CALIFORNIA



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climbing left turn within 3 DME of NTD TACAN, direct NTD, thence...

TAKE-OFF RWY 21, 27: Left turn, thence...

Intercept NTD R-160 and via NTD R-160 to BIMPE (NTD R-160/24 DME), then via SLI VORTAC R-251 to DOYLE, then via assigned routing. Cross BIMPE at or above 5500.

SANTA CATALINA TRANSITION (DOYLE 7 • SXC): DOYLE (SLI R-251/34 DME) to SANTA CATALINA VORTAC via SXC R-310. Then as filed.

NID

3000

4800

5400

#### FILLMORE TWO DEPARTURE (FIM2 • FIM)

SHL-925 [USN] ATIS ★125.55 363.05 CLNC DEL 120.75 279.55 **FILLMORE** <u>::-</u> 112.5 FIM GND CON Chan 72 121.6 360.2 POINT MUGU TOWER \* L-3, L-4, L-7, H-4, A-2 124.85 290.375 POINT MUGU DEP CON 128.65 307.275 TACAN REQUIRED NTD/3 FIKMU POINT MUGU Chan 43 NTD COXED



SW-3, 23 SEP 2010 to 21 OCT 2010

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climbing left turn to heading 180° within 3 DME of NTD TACAN, thence...

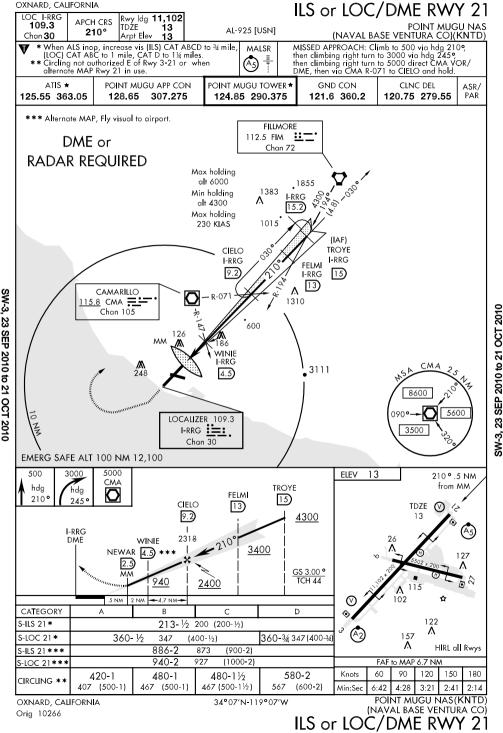
TAKE-OFF RWY 21, 27: Left turn, thence...

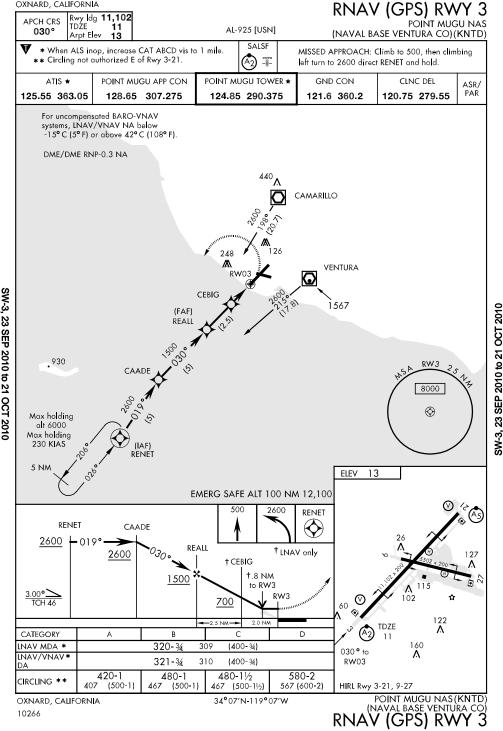
Intercept FIM VORTAC R-205 to COXED (FIM R-205/24 DME), arc SW of FIM to FIKMU (FIM R-215/24 DME) via FIM 24 mile arc, then via FIM R-215 to FIM, then via assigned routing.

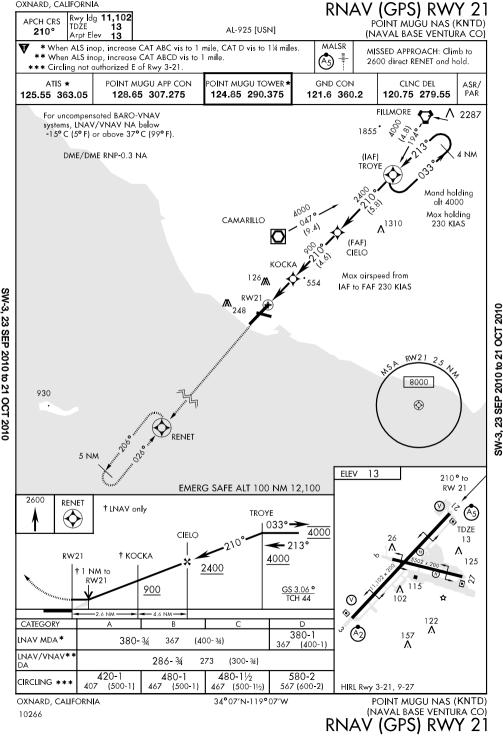
SW-3, 23 SEP 2010 to 21 OCT 2010

SW-3,

23 SEP 2010 to 21 OCT 2010





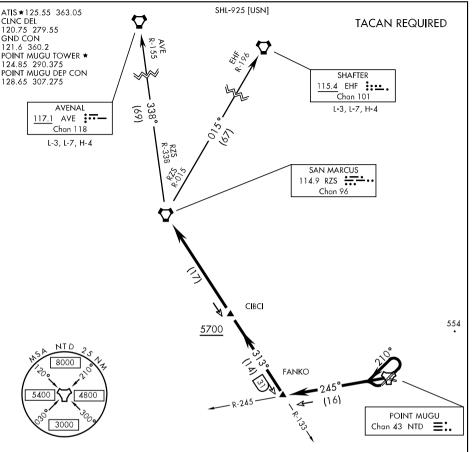


SW-3,

23 SEP 2010 to 21 OCT 2010

V

OXNARD, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climbing left turn to 210° within 3 DME of NTD TACAN, thence...

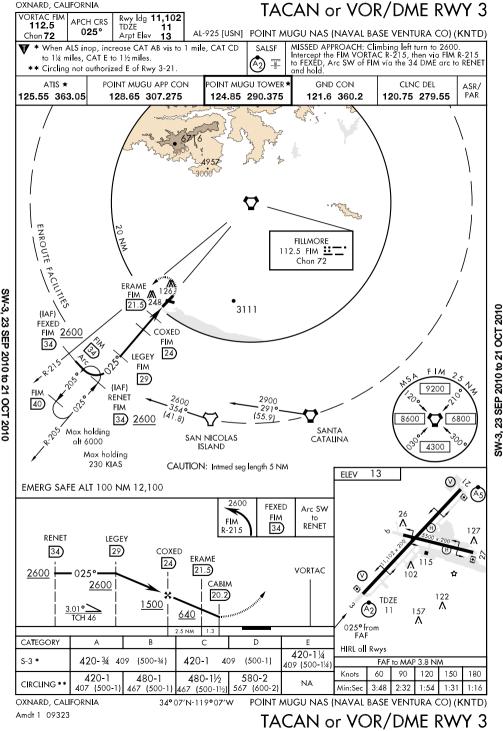
TAKE-OFF RWY 21: Turn right, thence...

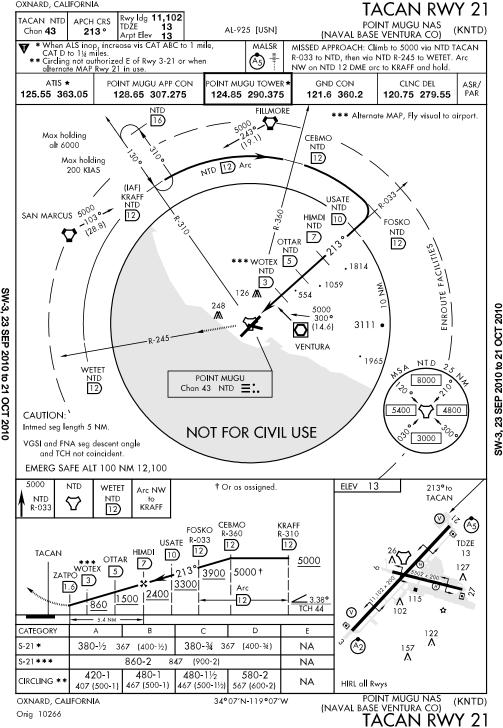
TAKE-OFF RWY 27: Turn left, thence...

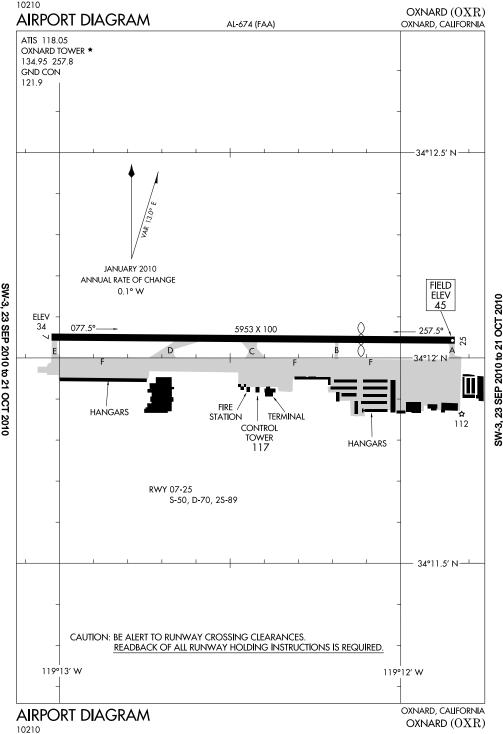
Intercept NTD R-245 and via NTD R-245 to FANKO (NTD R-245/16 DME), then via RZS VORTAC R-133 to RZS VORTAC, then via assigned routing. Cross CIBCI (RZS R-133/17 DME) at or above 5700.

AVENAL TRANSITION (RZS 7 • AVE): From over SAN MARCUS VORTAC via RZS R-338 to AVENAL VORTAC. Cross SAN MARCUS VORTAC at or above 7900.

SHAFTER TRANSITION (RZS 7•EHF): From over SAN MARCUS VORTAC via RZS R-015 to SHAFTER VORTAC. Cross SAN MARCUS VORTAC at or above 8900.







**CALIFORNIA** 144

OXNARD (OXR) 1 W UTC-8(-7DT) N34°12.05′ W119°12.43′ **S4** FUEL 100LL, JET A OX 1, 2 TPA—See Remarks Class III. ARFF Index A

RWY 07-25: H5953X100 (ASPH) S-50, D-70, 2S-89 RWY 07: VASI (V4L)—GA 3.0° TCH 25'.

NOTAM FILE OXR

RWY 25: MALSR, PAPI (P2L), Thid dspicd 1377', Pole. AIRPORT REMARKS: Attended continuously. Arpt ops located at base of

tower: ctc on 134.95 when twr closed or call 805-382-3022. Noise sensitive all quadrants practice noise abatement/Fly

more than 9 passenger seats are not authorized in excess of 15 min before or 15 min after scheduled arrival or departure times without prior coordination with arpt and confirmation that ARFF sycs are avbl prior to ldf or tkf, ctc 805-382-3022. No turns before reaching 743'. No touch and go, stop and go, or taxi back

ops 0400-1500Z±. TPA single engine 1045(1000), multi engine and jet 1445(1400), Ldg fee over 12,500 pounds, ACTIVATE MIRL Rwy 07-25 and MALSR Rwy 25 when tower closed-CTAF. WEATHER DATA SOURCES: ASOS (805) 382-0569.

Quiet/procedures. Scheduled air carrier ops involving acft with

COMMUNICATIONS: CTAF 134.950 ATIS 118.05 (805) 985-1758 (R) POINT MUGU APP/DEP CON 124.7 (1500-0700Z‡) other times ctc (R) L.A. CENTER APP/DEP CON 135.5

TOWER 134.95 (1500-0500Z±) GND CON 121 9 AIRSPACE: CLASS D svc 1500-0500Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CMA. CAMARILLO (L) VORW/DME 115.8 CMA Chan 105

ILS 108.7 I-OXR Rwv 25. ILS unmonitored when twr clsd. OM and MM unmonitored.

PACOIMA N34°15 58' W118°24 81' NOTAM FILE HHR

NOTAM FILE WVI.

NDB (MHW) 327 PDG 017° 1.6 NM to Watsonville Muni NDB unusable 270°-110° bvd 15 NM

NDB (MHW) 370 PAI at Whiteman. (VFR only).

N36°54.81' W121°48.48'

PAJAR

2)

5953 X 100 F1=

Residential Area

N34°12 75' W119°05 66' 248° 5.7 NM to fld. 62/15E.

LOS ANGELES

LOS ANGELES

COPTER

I = 3B

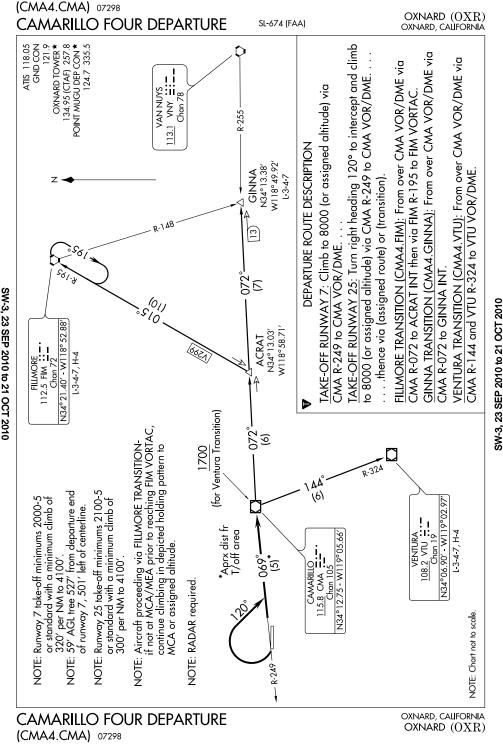
INS ANGELES

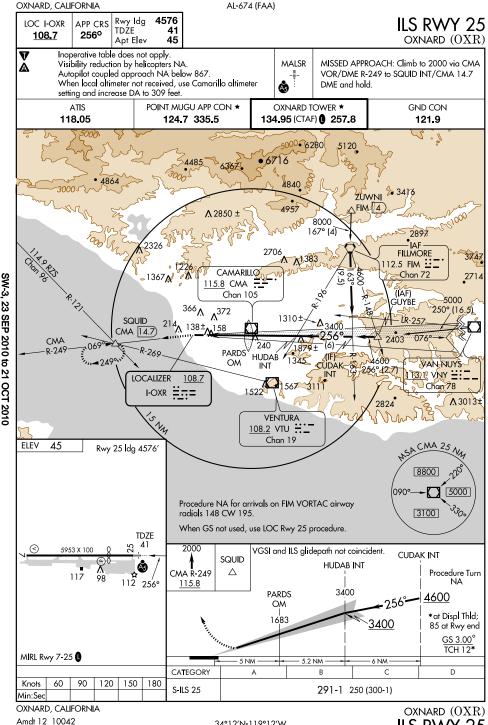
H-4H, L-3E, 4G, 7B

COPTER

IAP. AD

Residential Area





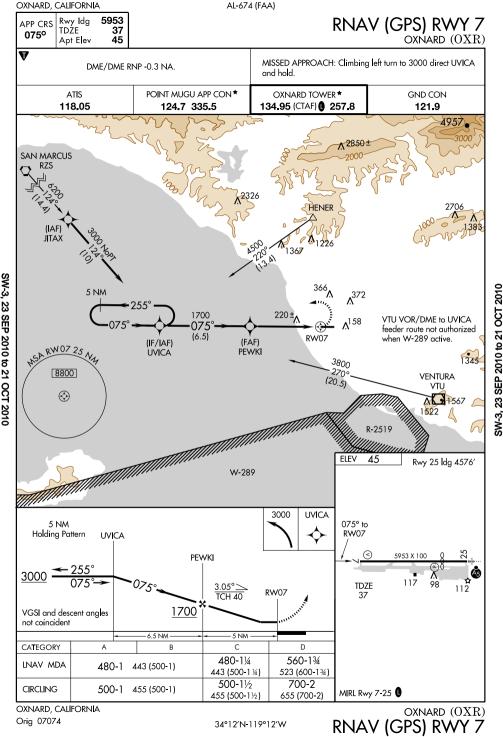
ILS RWY 25

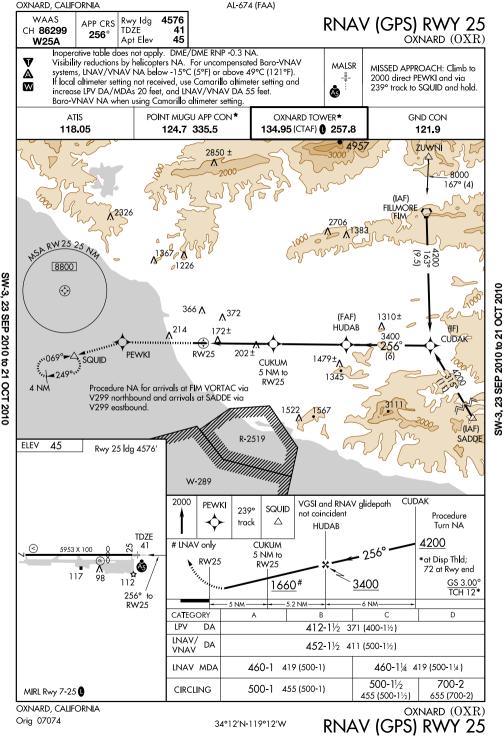
AL-674 (FAA)

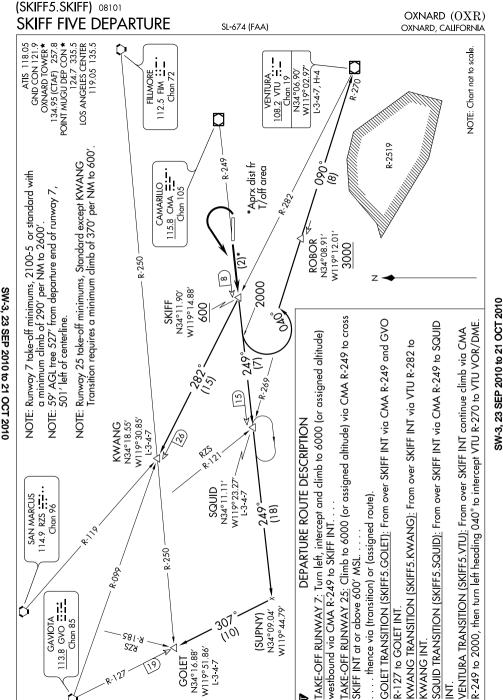
Orig 06215

OXNARD, CALIFORNIA

SW-3,



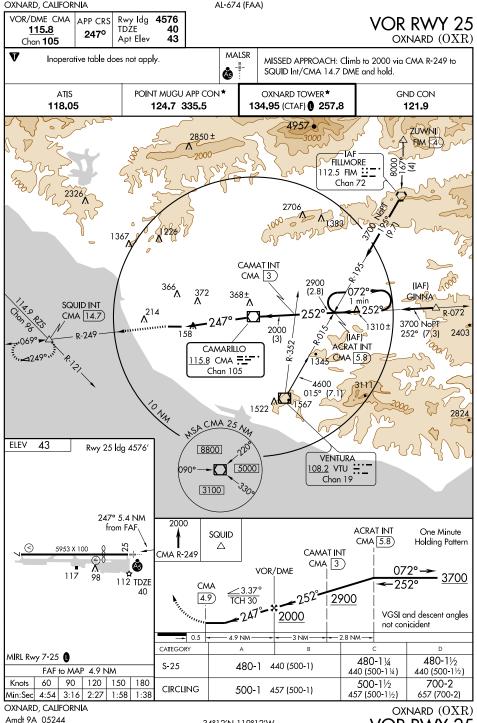




W119°51.86′ N34°16.88′ GOLET

**FIVE DEPARTURE** SKIFF 08101

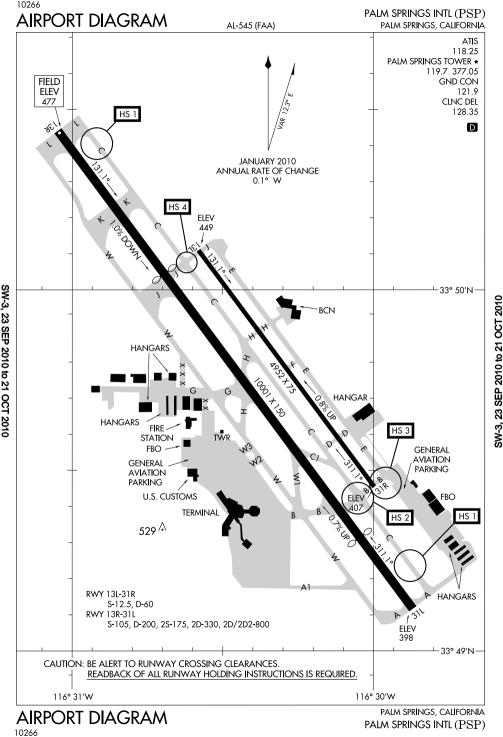
OXNARD, CALIFORNIA OXNARD



SW-3,

23 SEP 2010 to 21 OCT 2010

VOR RWY 25



**PALM SPRINGS INTL** (PSP) 2 E UTC-8(-7DT) N33°49.78′ W116°30.40′ 477 B S4 FUEL 100LL JET A OX 4 TPA—See Remarks LRA Class I, ARFF Index C

NOTAM FILE PSP RWY 13R-31L: H10001X150 (ASPH-PFC) S-105, D-200, 2S-175, 2D-330, 2D/2D2-800

RWY 13R: REIL, VASI(V6L)—Upper GA 3.25° TCH 73', Lower GA 3.0°

TCH 42'. Thid dsplcd 3000'. 1.0% down. RWY 31L: REIL, VASI(V6L)—Upper GA 3.25° TCH 103', Lower GA

3.0° TCH 56', Thid dspicd 1500', Rgt tfc, 0.7% up. RWY 13L-31R: H4952X75 (ASPH) S-12.5, D-60 MIRL

0.8% up NW

RWY 13L: REIL. PAPI(P4L)-GA 3.5°.

RWY 31R: REIL, PAPI(P4L)-GA 3.5°, Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13R: TORA-10000 TODA-10000 ASDA-9857 LDA-6857

RWY 31L: TORA-10000 TODA-10000 ASDA-10000 LDA-8500 AIRPORT REMARKS: Attended continuously. Do not mistake center twy (Twv C) as rwv. Rwv 13R designated calm wind rwv. No formation

ldgs or tkfs and no overhead manuevers. Do not use VASI Rwy 31L byd 3 NM or byd Cathedral City due to high terrain. VASI Rwy 31L operates on request through twr. U.S. Customs user fee arpt. Noise sensitive area all quadrants, exercise quiet flight

procedures. For further information ctc duty supervisor 760-318-3820. TPA-1977(1500) large acft, 1477(1000) small

acft. Rwy 13L-31R MIRL and Twy E not lgtd from 0700-1400Z‡. When twr clsd ACTIVATE HIRL Rwy 13R-31L-CTAF, VASI and REIL Rwys 13R and 31L, PAPI and REIL Rwys 13L and 31R unavbi 0700-1400Z±.

Customs avbl 24 hrs, 4 hrs prior notification required call 760-318-3880 FAX 3883.

WEATHER DATA SOURCES: ASOS (760) 320-7645, LAWRS.

ATIS 118.25 (760) 327-2770 COMMUNICATIONS: CTAF 119.7

RCO 122.1R 115.5T (RIVERSIDE RADIO)

(R) SOCAL APP/DEP CON 126.7 (W-N) 135.275 (NE-SW) (1400-0700Z‡)

**CLNC DEL** 128.35

R L.A. CENTER APP/DEP CON 128.15 (0700-1400Z±) TOWER 119.7 (1400-0700Z‡) GND CON 121.9

AIRSPACE: CLASS D svc 1400-0700Z‡ other times CLASS G.

TRSA svc ctc APP CON 15 NM out

RADIO AIDS TO NAVIGATION: NOTAM FILE TRM.

292° 21.1 NM to fld. -87/13E. THERMAL (H) VORTAC 116.2 TRM Chan 109 N33°37.69′ W116°09.61′ (L) VORTAC 115.5 PSP Chan 102 N33°52.20′ W116°25.79′ 225° 4.5 NM to fld. 1600/13E, NOTAM

FILE PSP. VORTAC unusable:

135°-215° byd 20 NM blo 10,200′

278°-320° bvd 25 NM blo 13.000' 215°-270° bvd 15 NM blo 12 800′ 320°-090° bvd 15 NM blo 7 300′

UNICOM 122.95

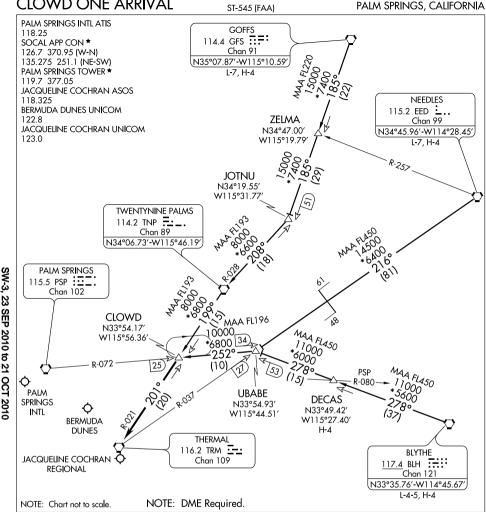
LOS ANGELES H-41 1-41

HIRI

IAP. AD

# CATHEDRAL ONE DEPARTURE

PALM SPRINGS, CALIFORNIA PALM SPRINGS INTL (PSP) SW-3, 23 SEP 2010 to 21 OCT 2010



BLYTHE TRANSITION (BLH.CLOWD1): From over BLH VORTAC via BLH R-278 and PSP R-072 to CLOWD DME. Thence....

DECAS TRANSITION (DECAS.CLOWD1): From over DECAS INT via BLH R-278 and PSP R-072 to CLOWD DME. Thence....

GOFFS TRANSITION (GFS.CLOWD1): From over GFS VORTAC via GFS R-185 and TNP R-028 to TNP VORTAC, then via TNP R-199 to CLOWD DME. Thence....

NEEDLES TRANSITION (EED.CLOWD1): From over EED VORTAC via EED R-216 and TRM R-037 to UBABE DME, then via PSP R-072 to CLOWD DME. Thence....

....From over CLOWD DME via TRM R-021 to TRM VORTAC. Expect radar vectors to final approach course.

#### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

HOT SPOT CITY/AIRPORT **DESCRIPTION\*** 

HAWTHORNE, CA

JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)

HS 1 Rwy 25 run-up area.

LONG BEACH, CA

LONG BEACH (DAUGHERTY

FLD) (LGB)

HS<sub>1</sub> Rwy 30 and Rwy 07L-25R, Twy A and Twy D. HS<sub>2</sub> Rwy 12-30 and Rwy 07L-25R, Twy B and Twy K.

HS<sub>3</sub> Rwy 07R-25L, Twy B. HS 4

Rwy 07R-25L and Rwy 12-30, Twy J and Twy D. HS<sub>5</sub> Rwy 16R-34L, southwest ramp, Twy F and Twy B. Rwy 34R and Rwy 07R-25L.

HS 6

HS 7 Rwy 12-30 cross every other rwy.

PALM SPRINGS, CA

23 SEP 2010 to 21 OCT 2010

PALM SPRINGS INTL (PSP) HS<sub>1</sub> Twy C mistaken for Rwy 13R-31L or Rwy 13L-31R. HS<sub>2</sub> Int of Twy B and Twy C.

> HS<sub>3</sub> Twy B and Rwy 31R. HS 4 Twy C and Twy J.

SANTA ANA, CA

JOHN WAYNE ARPT-ORANGE

COUNTY (SNA) HS<sub>1</sub> Rwy 19L and Rwy 19R, Twy L and Twy K. HS<sub>2</sub> Rwy 19L and Rwy 19R, Twy H.

HS 3 Twy A, Twy H, and Twy C.

SANTA BARBARA, CA

SANTA BARBARA MUNI (SBA) HS<sub>1</sub> Rwy 07-25, Twy C. HS<sub>2</sub> Rwy 15L and Rwy 15R, Twy C, wide pavement.

> HS 3 Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R

and Rwy 15R-33L utilized for taxi.

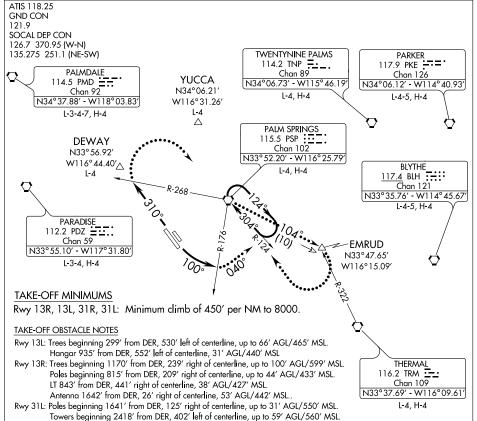
HS 4 Rwy 25, Twy H and Twy J.

VICTORVILLE, CA

SOUTHERN CALIFORNIA

LOGISTICS (VCV) HS<sub>1</sub> Wrong rwy departure risk.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.



Tree 3016' from DER, 66' right of centerline, 43' AGL/562' MSL. Rwy 31R: Trees beginning 787' from DER, 326' right of centerline, up to 48' AGL/507' MSL. Multiple bushes beginning 305' from DER, 233' right of centerline, up to 3' AGL/462' MSL.

V

SW-3, 23 SEP 2010 to 21 OCT 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R: Turn left heading 100°. Thence. . . . TAKE-OFF RUNWAYS 31L/R: Climb heading 310°. Thence. . . .

Vent on bldg 919' from DER, 399' right of centerline, 15' AGL/474' MSL.

. . . . Maintain assigned altitude, expect vectors to appropriate route/fix, expect filed altitude 10 minutes after departure.

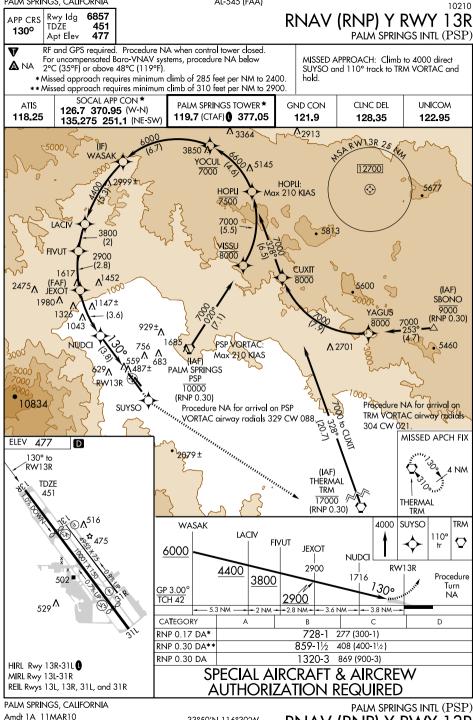
### LOST COMMUNICATIONS:

RUNWAYS 13L/R: If no contact with ATC passing PSP R-176, climbing left turn heading 040° to intercept the PSP R-104. Thence. . . .

RUNWAYS 31L/R: If no contact with ATC passing PSP R-268; climbing right turn direct

PSP VORTAC. Thence. . . . . . . Climb via PSP R-104 to EMRUD, then turn right direct PSP VORTAC. Then via assigned route.

NOTE: Chart not to scale.

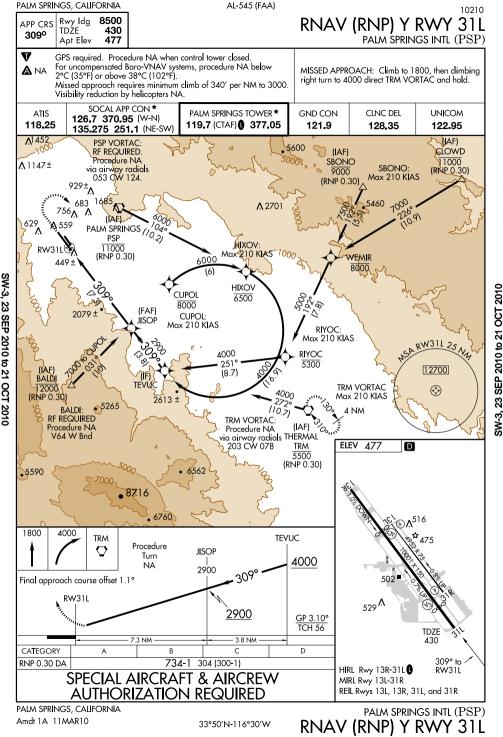


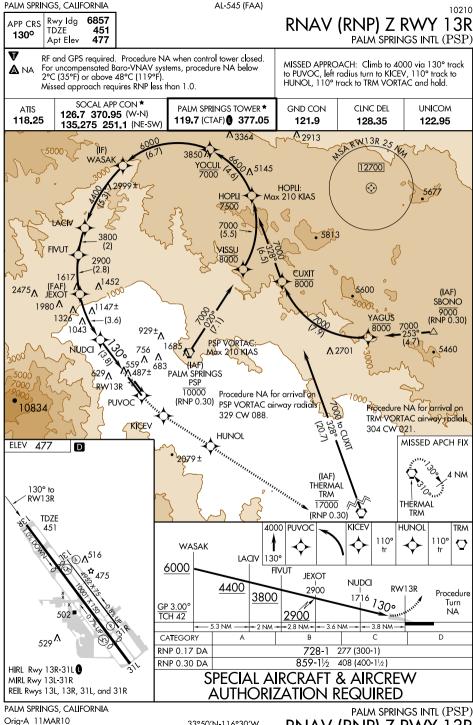
AL-545 (FAA)

PALM SPRINGS, CALIFORNIA

SW-3,

23 SEP 2010 to 21 OCT 2010





SW-3,

23 SEP 2010 to 21 OCT 2010

RNAV (RNP) Z RWY 13R

(SBONO.SBONO1) 07298 SBONO ONE ARRIVAL PALM SPRINGS, CALIFORNIA ST-545 (FAA) PALM SPRINGS INTL ATIS **GOFFS** 118.25 114.4 GFS .... SOCAL APP CON \* Chan 91 126.7 370.95 (W-N) N35°07.87′-W115°10.59′ 135.275 251.1 (NE-SW) PALM SPRINGS TOWER \* L-7, H-4 119.7 377.05 JACQUELINE COCHRAN ASOS **NEEDLES** 118.325 BERMUDA DUNES UNICOM 115.2 EED ZELMA Chan 99 JACQUELINE COCHRAN UNICOM N34°47.00' N34°45.96′-W114°28.45′ 123.0 W115°19.79 L-7, H-4 R-25> JOTNU N34°19.55' W115°31.77 TWENTYNINE PALMS 114.2 TNP = ... Chan 89 N34°06.73′-W115°46.19′ PALM SPRINGS 115.5 PSP :-Chan 102 CLOWD

MAA FL196

**UBABE** 

N33°54.93'

0000

252°

(10)

R.031

6800 34

MAA FLA50

**DECAS** 

N33°49.42'

11000

\*6000

W115°44.51' W115°27.40' BERMUDA H-4 DUNES THERMAL 116.2 TRM •--**BLYTHE** JACQUELINE COCHRAN Chan 109 <u>117.4</u> BLH :∷∷ REGIONAL Chan 121 N33°35.76′-W114°45.67 L-4-5. H-4 NOTE: DME Required. NOTE: Chart not to scale.

BLYTHE TRANSITION (BLH.SBONO1): From over BLH VORTAC via BLH R-278 and PSP R-072 to SBONO DME. Thence....

DECAS TRANSITION (DECAS.SBONO1): From over DECAS INT via BLH R-278 and PSP R-072 to SBONO DME. Thence....

GOFFS TRANSITION (GFS.SBONO1): From over GFS VORTAC via GFS R-185 and TNP R-028 to TNP VORTAC, then via TNP R-199 and PSP R-072 to SBONO DME. Thence....

NEEDLES TRANSITION (EED.SBONO1): From over EED VORTAC via EED R-216 and TRM R-037 to UBABE DME, then via PSP R-072 to SBONO DME. Thence....

....From over SBONO DME expect radar vectors to final approach course.

## SBONO ONE ARRIVAL

N33°54.17' W115°56.36

MAA FL196

8000

\*8000

(7) 25

252

SBONO

N33°53.61'

W116°04.82'

18

MAA FLA50

11000

\*5600

**PSP** 

R-080

SW-3, 23 SEP 2010 to 21 OCT 2010

SW-3,

23 SEP 2010 to 21 OCT 2010

PALM

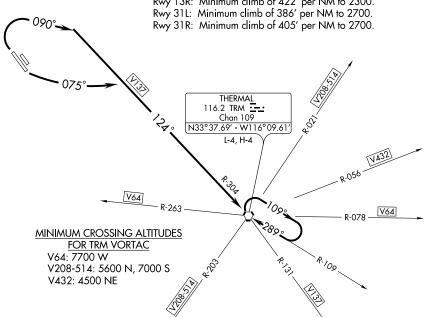
SPRINGS

INTL

ATIS 118.25 GND CON

#### 121.9 SOCAL DEP CON TAKE-OFF MINIMUMS 126.7 370.95 (W-N) 135,275 251.1 (NE-SW)

Rwy 13L: Minimum climb of 440' per NM to 2300. Rwy 13R: Minimum climb of 422' per NM to 2300. Rwy 31L: Minimum climb of 386' per NM to 2700.



#### TAKE-OFF OBSTACLE NOTES

Rwy 13L: Trees beginning 299' from DER, 530' left of centerline, up to 66' AGL/465' MSL. Hangar 935' from DER, 552' left of centerline, 31' AGL/440' MSL

Rwy 13R: Trees beginning 1170' from DER, 239' right of centerline, up to 100' AGL/599' MSL. Poles beginning 815' from DER, 209' right of centerline, up to 44' AGL/433' MSL. LT 843' from DER, 441' right of centerline, 38' AGL/427' MSL.

Antenna 1642' from DER, 26' right of centerline, 53' AGL/442' MSL.. Rwy 31L: Poles beginning 1641' from DER, 125' right of centerline, up to 31' AGL/550' MSL.

Towers beginning 2418' from DER, 402' left of centerline, up to 59' AGL/560' MSL. Tree 3016' from DER, 66' right of centerline, 43' AGL/562' MSL

Rwy 31R: Trees beginning 787' from DER, 326' right of centerline, up to 48' AGL/507' MSL. Multiple bushes beginning 305' from DER, 233' right of centerline, up to 3' AGL/462' MSL. Vent on bldg 919' from DER, 399' right of centerline, 15' AGL/474' MSL.

NOTE: Chart not to scale.

### V

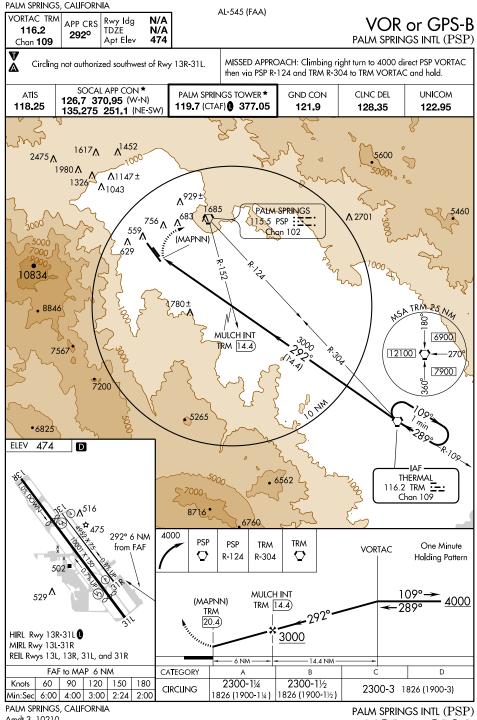
SW-3, 23 SEP 2010 to 21 OCT 2010

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R: Climbing left turn heading 075° to intercept TRM R-304 to TRM VORTAC. Thence . . . .

TAKE-OFF\_RUNWAYS 31L/R: Climb heading 090° to intercept TRM R-304 to TRM VORTAC. Thence . . .

. . . .If not at MEA/MCA at TRM VORTAC, climb in TRM holding pattern until reaching the MEA/MCA for assigned route of flight.



Amdt 3 10210

SW-3,

23 SEP 2010 to 21 OCT 2010

**CALIFORNIA** 146

# PALM SPRINGS

**BERMUDA DUNES** (UDD) 13 E UTC-8(-7DT) N33°44.91′ W116°16.49′

B S4 FUEL 100LL, JET A OX 3 TPA-1073(1000) NOTAM FILE RAL RWY 10-28: H5002X70 (ASPH) D-70 LIRL 0.6% up NW

RWY 10: Fence.

RWY 28: REIL. VASI(V2L)—GA 3.0° TCH 25'. Thid dsplcd 300'. Road.

AIRPORT REMARKS: Attended Sat-Thu 1400-0500Z±. Fri 1400-0600Z±. Fuel avbl 1430-0430Z±. Arpt CLOSED to turbine powered acft

0700-1400Z‡. 25' tree line 125' N of centerline Rwy 10-28. Parallel two clsd acft wingspan greater than 68'. For noise

abatement procedures call arpt manager 760-345-2558. No agricultural flights except by PPR arpt manager. Ldg fee. Ldg fee based on acft type/size. LIRL Rwy 10-28 VASI Rwy 28 on until

0600Z±, after 0600Z± ACTIVATE—CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) SOCAL APP/DEP CON 135.275 (1400-0700Z±)

(R) L.A. CENTER APP/DEP CON 128.15 (0700-1400Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE TRM.

THERMAL (H) VORTAC 116.2 TRM Chan 109

W116°09.61' 309° 9.2 NM to fld. -87/13E.

JACQUELINE COCHRAN RGNL (TRM) 20 SE UTC-8(-7DT) N33°37.60′ W116°09.58′ -115 B S4 FUEL 100LL, JET A OX 1, 2 TPA-885(1000) NOTAM FILE TRM **RWY 17–35**: H8500X150 (ASPH) S–75, D–200, 2S–175, 2D–325, 2D/2D2–850 RWY 17: REIL. VASI(V2L)-GA 3.0° TCH 50'.

RWY 12-30: H4995X100 (ASPH) S-20 MIRL 0.3% up NW RWY 12: PAPI(P2L)-GA 3.0° TCH 25'.

RWY 35: REIL. PAPI(P4L)-GA 3.0° TCH 50'.

RWY 30: PAPI(P2L)-GA 3.0° TCH 25'. AIRPORT REMARKS: Attended 1500-0200Z‡. Rwy 17-35 200' blast pad

both ends, ACTIVATE MIRL Rwy 12-30 and Rwy 17-35, REIL Rwy 17 and Rwy 35, and VASI Rwy 17, and PAPI Rwy 12, Rwy 30 and Rwv 35-CTAF.

WEATHER DATA SOURCES: ASOS 118.325 (760) 399-8054. COMMUNICATIONS: CTAF/UNICOM 123.0

THERMAL RCO 122.3 (RIVERSIDE RADIO)

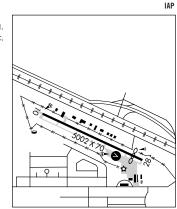
R SOCAL APP/DEP CON 135.275 (1400-0700Z±)

(R) L.A. CENTER APP/DEP CON 128.15 (0700-1400Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE TRM.

THERMAL (H) VORTAC 116.2 TRM Chan 109 N33°37.69' W116°09.61' at fld. -87/13E.

N33°37 69'



MIRL

LOS ANGELES H-41, L-41

LOS ANGELES

H-41. L-41

IAP

PALM SPRINGS INTL ATIS

135.275 251.1 (NE-SW) PALM SPRINGS TOWER \*

JACQUELINE COCHRAN ASOS

SOCAL APP CON \*

119.7 377.05

126.7 370.95 (W-N)

118.25

114.4 GFS ...

Chan 91

N35°07.87′-W115°10.59′

L-7, H-4

**NEEDLES** 

Chan 99

N34°45.96′-W114°28.45′

L-7, H-4

SW-3, 23 SEP 2010 to 21 OCT 2010

115.2 EED

MAA FLASO

**BLYTHE** 

. Chan 121 N33°35.76′-W114°45.67 L-4-5. H-4

<u>117.4</u> BLH **:**∺∷

11000

\*5600

R-25>



BLYTHE TRANSITION (BLH.CLOWD1): From over BLH VORTAC via BLH R-278 and PSP R-072 to CLOWD DME. Thence....

NOTE: DME Required.

DECAS TRANSITION (DECAS.CLOWD1): From over DECAS INT via BLH R-278 and PSP R-072 to CLOWD DME. Thence....

GOFFS TRANSITION (GFS.CLOWD1): From over GFS VORTAC via GFS R-185 and TNP R-028 to TNP VORTAC, then via TNP R-199 to CLOWD DME. Thence....

NEEDLES TRANSITION (EED.CLOWD1): From over EED VORTAC via EED R-216 and TRM R-037 to UBABE DME, then via PSP R-072 to CLOWD DME. Thence....

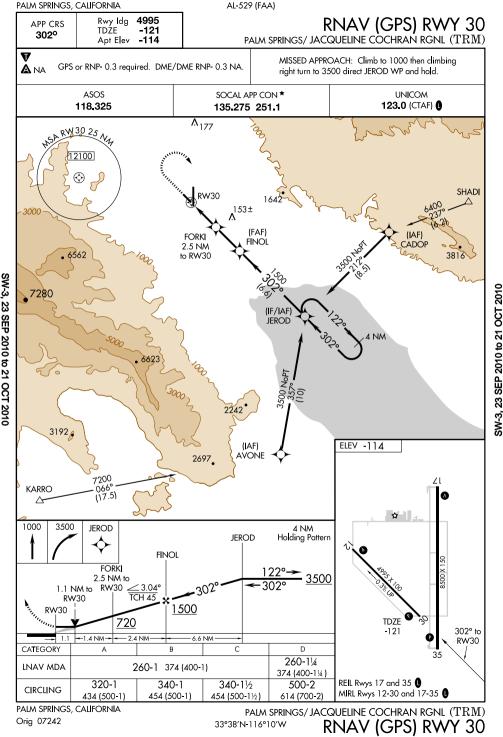
....From over CLOWD DME via TRM R-021 to TRM VORTAC. Expect radar vectors to final approach course.

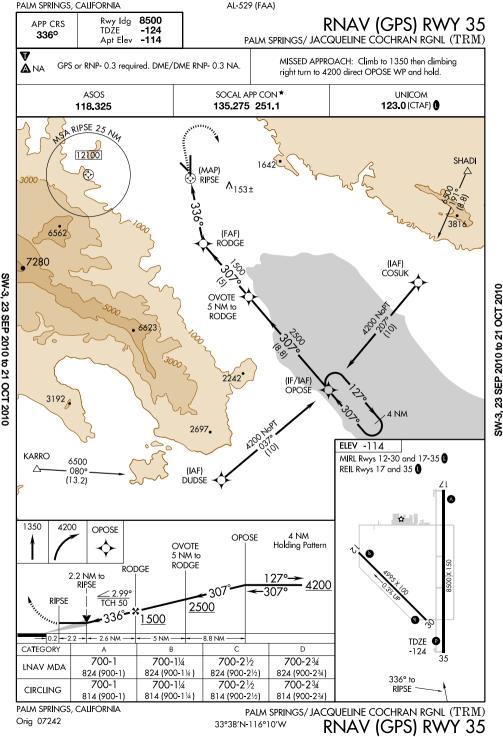
CLOWD ONE ARRIVAL

PALM SPRINGS, CALIFORNIA

REGIONAL

NOTE: Chart not to scale.





(SBONO.SBONO1) 07298 SBONO ONE ARRIVAL PALM SPRINGS, CALIFORNIA ST-545 (FAA) PALM SPRINGS INTL ATIS **GOFFS** 118.25 114.4 GFS .... SOCAL APP CON \* Chan 91 126.7 370.95 (W-N) N35°07.87′-W115°10.59′ 135.275 251.1 (NE-SW) PALM SPRINGS TOWER \* L-7, H-4 119.7 377.05 JACQUELINE COCHRAN ASOS **NEEDLES** 118.325 BERMUDA DUNES UNICOM 115.2 EED ZELMA Chan 99 JACQUELINE COCHRAN UNICOM N34°47.00' N34°45.96′-W114°28.45′ 123.0 W115°19.79 L-7, H-4 R-25> JOTNU N34°19.55' W115°31.77 TWENTYNINE PALMS 114.2 TNP = ... Chan 89 N34°06.73′-W115°46.19′ PALM SPRINGS 115.5 PSP :-Chan 102 CLOWD N33°54.17' W115°56.36 MAA FL196 SBONO MAA FL196 MAA FLA50 0000 N33°53.61' 8000 6800 34 11000 \*8000 W116°04.82' 252° \*6000 252

NOTE: Chart not to scale.

18

BERMUDA

DUNES

JACQUELINE COCHRAN

REGIONAL

(7) 25

SW-3,

23 SEP 2010 to 21 OCT 2010

PALM

SPRINGS

INTL

NOTE: DME Required.

R.031

(10)

THERMAL 116.2 TRM •--

Chan 109

**UBABE** 

N33°54.93'

W115°44.51'

BLYTHE TRANSITION (BLH.SBONO1): From over BLH VORTAC via BLH R-278 and PSP R-072 to SBONO DME. Thence....

DECAS TRANSITION (DECAS.SBONO1): From over DECAS INT via BLH R-278 and PSP R-072 to SBONO DME. Thence....

GOFFS TRANSITION (GFS.SBONO1): From over GFS VORTAC via GFS R-185 and TNP R-028 to TNP VORTAC, then via TNP R-199 and PSP R-072 to SBONO DME. Thence....

NEEDLES TRANSITION (EED.SBONO1): From over EED VORTAC via EED R-216 and TRM R-037 to UBABE DME, then via PSP R-072 to SBONO DME. Thence....

....From over SBONO DME expect radar vectors to final approach course.

SBONO ONE ARRIVAL

PALM SPRINGS, CALIFORNIA

MAA FLA50

**BLYTHE** 

Chan 121 N33°35.76′-W114°45.67 L-4-5. H-4

<u>117.4</u> BLH :∷∷

11000

\*5600

**PSP** 

R-080

**DECAS** 

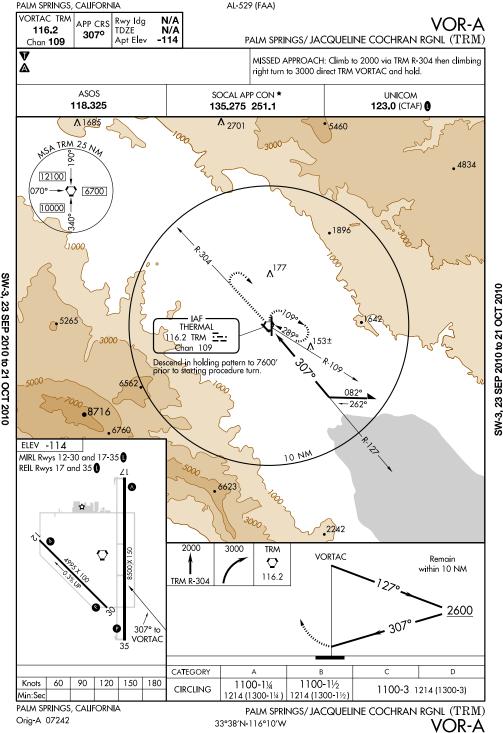
N33°49.42'

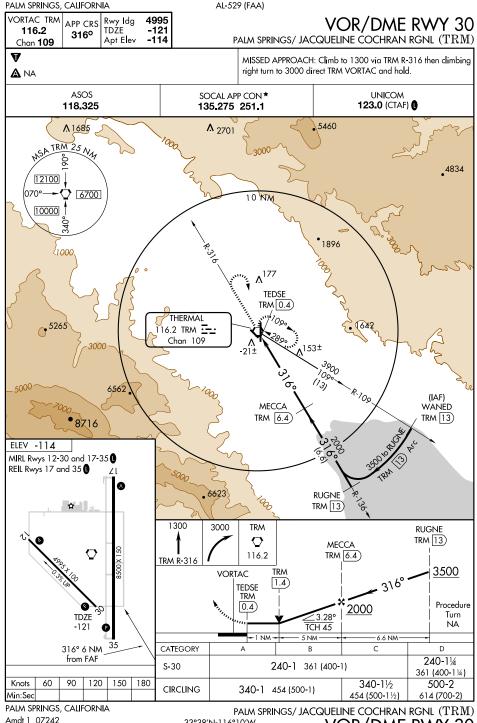
W115°27.40'

H-4

SW-3, 23 SEP 2010 to 21 OCT 2010

(SBONO.SBONO1) 07298





SW-3, 23 SEP 2010 to 21 OCT 2010

33°38'N-116°10'W

VOR/DME RWY 30

**CALIFORNIA** 146

# PALM SPRINGS

**BERMUDA DUNES** (UDD) 13 E UTC-8(-7DT) N33°44.91′ W116°16.49′

B S4 FUEL 100LL, JET A OX 3 TPA-1073(1000) NOTAM FILE RAL RWY 10-28: H5002X70 (ASPH) D-70 LIRL 0.6% up NW

RWY 10: Fence.

RWY 28: REIL. VASI(V2L)—GA 3.0° TCH 25'. Thid dsplcd 300'. Road.

AIRPORT REMARKS: Attended Sat-Thu 1400-0500Z±. Fri 1400-0600Z±. Fuel avbl 1430-0430Z±. Arpt CLOSED to turbine powered acft

0700-1400Z‡. 25' tree line 125' N of centerline Rwy 10-28. Parallel two clsd acft wingspan greater than 68'. For noise

abatement procedures call arpt manager 760-345-2558. No agricultural flights except by PPR arpt manager. Ldg fee. Ldg fee based on acft type/size. LIRL Rwy 10-28 VASI Rwy 28 on until

0600Z±, after 0600Z± ACTIVATE—CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) SOCAL APP/DEP CON 135.275 (1400-0700Z±)

(R) L.A. CENTER APP/DEP CON 128.15 (0700-1400Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE TRM.

THERMAL (H) VORTAC 116.2 TRM Chan 109

W116°09.61' 309° 9.2 NM to fld. -87/13E.

JACQUELINE COCHRAN RGNL (TRM) 20 SE UTC-8(-7DT) N33°37.60′ W116°09.58′ -115 B S4 FUEL 100LL, JET A OX 1, 2 TPA-885(1000) NOTAM FILE TRM **RWY 17–35**: H8500X150 (ASPH) S–75, D–200, 2S–175, 2D–325, 2D/2D2–850 RWY 17: REIL. VASI(V2L)-GA 3.0° TCH 50'.

RWY 12-30: H4995X100 (ASPH) S-20 MIRL 0.3% up NW RWY 12: PAPI(P2L)-GA 3.0° TCH 25'.

RWY 35: REIL. PAPI(P4L)-GA 3.0° TCH 50'.

RWY 30: PAPI(P2L)-GA 3.0° TCH 25'. AIRPORT REMARKS: Attended 1500-0200Z‡. Rwy 17-35 200' blast pad

both ends, ACTIVATE MIRL Rwy 12-30 and Rwy 17-35, REIL Rwy 17 and Rwy 35, and VASI Rwy 17, and PAPI Rwy 12, Rwy 30 and Rwv 35-CTAF.

WEATHER DATA SOURCES: ASOS 118.325 (760) 399-8054. COMMUNICATIONS: CTAF/UNICOM 123.0

THERMAL RCO 122.3 (RIVERSIDE RADIO)

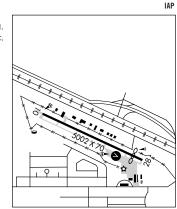
R SOCAL APP/DEP CON 135.275 (1400-0700Z±)

(R) L.A. CENTER APP/DEP CON 128.15 (0700-1400Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE TRM.

THERMAL (H) VORTAC 116.2 TRM Chan 109 N33°37.69' W116°09.61' at fld. -87/13E.

N33°37 69'



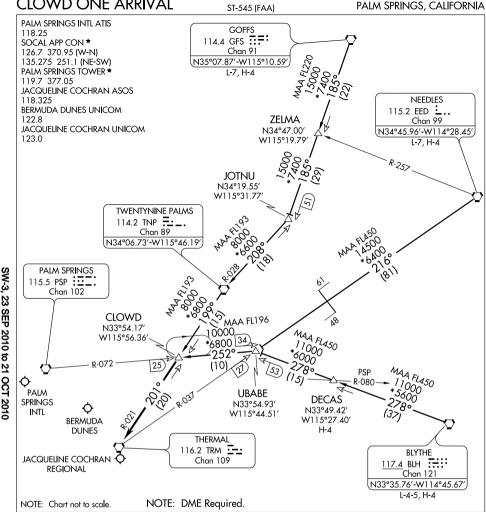
MIRL

LOS ANGELES H-41, L-41

LOS ANGELES

H-41. L-41

IAP



BLYTHE TRANSITION (BLH.CLOWD1): From over BLH VORTAC via BLH R-278 and PSP R-072 to CLOWD DME. Thence....

DECAS TRANSITION (DECAS.CLOWD1): From over DECAS INT via BLH R-278 and PSP R-072 to CLOWD DME. Thence....

GOFFS TRANSITION (GFS.CLOWD1): From over GFS VORTAC via GFS R-185 and TNP R-028 to TNP VORTAC, then via TNP R-199 to CLOWD DME. Thence....

NEEDLES TRANSITION (EED.CLOWD1): From over EED VORTAC via EED R-216 and TRM R-037 to UBABE DME, then via PSP R-072 to CLOWD DME. Thence....

....From over CLOWD DME via TRM R-021 to TRM VORTAC. Expect radar vectors to final approach course.

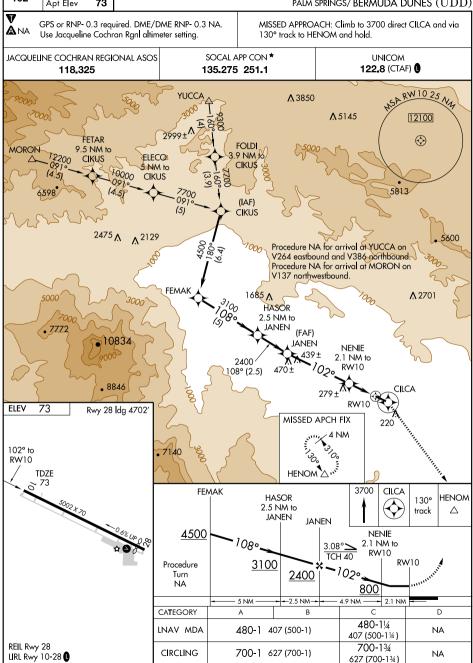
APP CRS TDŹE 102° 73 Apt Elev

SW-3,

23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 10 PALM SPRINGS/ BERMUDA DUNES (UDD)

SW-3, 23 SEP 2010 to 21 OCT 2010



PALM SPRINGS, CALIFORNIA Orig-B 08157

PALM SPRINGS/BERMUDA DUNES  $(\mathrm{UDD})$ RNAV (GPS) RWY

AL-5848 (FAA)

PALM SPRINGS, CALIFORI Orig 081*57* 

PALM SPRINGS, CALIFORNIA

SW-3, 23 SEP 2010 to 21 OCT 2010

PALM SPRINGS/BERMUDA DUNES (UDD) RNAV (GPS) RWY 28

(SBONO.SBONO1) 07298 SBONO ONE ARRIVAL PALM SPRINGS, CALIFORNIA ST-545 (FAA) PALM SPRINGS INTL ATIS **GOFFS** 118.25 114.4 GFS .... SOCAL APP CON \* Chan 91 126.7 370.95 (W-N) N35°07.87′-W115°10.59′ 135.275 251.1 (NE-SW) PALM SPRINGS TOWER \* L-7, H-4 119.7 377.05 JACQUELINE COCHRAN ASOS **NEEDLES** 118.325 BERMUDA DUNES UNICOM 115.2 EED ZELMA Chan 99 JACQUELINE COCHRAN UNICOM N34°47.00' N34°45.96′-W114°28.45′ 123.0 W115°19.79 L-7, H-4 R-25> JOTNU N34°19.55' W115°31.77 TWENTYNINE PALMS 114.2 TNP = ... Chan 89 N34°06.73′-W115°46.19′ PALM SPRINGS 115.5 PSP :-Chan 102 CLOWD N33°54.17' W115°56.36 MAA FL196 SBONO MAA FL196 0000 N33°53.61' 8000 6800 34

SW-3,

23 SEP 2010 to 21 OCT 2010

MAA FLA50 11000 \*8000 W116°04.82' 252° \*6000 252 (10) MAA FLA50 18 (7) 25 **PSP** 11000 R-080 \*5600 R.031 PALM **UBABE DECAS** SPRINGS N33°54.93' N33°49.42' INTL W115°44.51' W115°27.40' BERMUDA H-4 DUNES THERMAL 116.2 TRM •--**BLYTHE** JACQUELINE COCHRAN Chan 109 <u>117.4</u> BLH :∷∷ REGIONAL Chan 121 N33°35.76′-W114°45.67 L-4-5. H-4 NOTE: DME Required. NOTE: Chart not to scale. BLYTHE TRANSITION (BLH.SBONO1): From over BLH VORTAC via BLH R-278 and PSP R-072 to SBONO DME. Thence.... DECAS TRANSITION (DECAS.SBONO1): From over DECAS INT via BLH R-278 and PSP R-072 to SBONO DME. Thence....

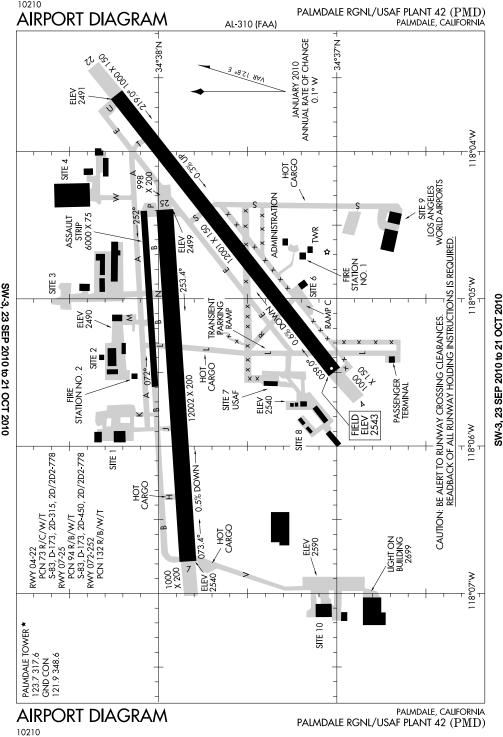
GOFFS TRANSITION (GFS.SBONO1): From over GFS VORTAC via GFS R-185 and TNP R-028 to TNP VORTAC, then via TNP R-199 and PSP R-072 to SBONO DME. Thence....

NEEDLES TRANSITION (EED.SBONO1): From over EED VORTAC via EED R-216 and TRM R-037 to UBABE DME, then via PSP R-072 to SBONO DME. Thence....

....From over SBONO DME expect radar vectors to final approach course.

# SBONO ONE ARRIVAL

33°45′N-116°16′W



S-83, D-173, 2D-450, 2D/2D2-778 PCN 94 R/B/W/T

### PAIMDALE RGNI/IISAE PLANT 42 3 NE 2543 B TPA—See Remarks

RWY 07-25: H12002X200 (CONC)

RWY 04-22: H12001X150 (CONC)

(PMD)(KPMD) CIV/MIL

RWY 07: 0.5% down.

2D/2D2-778

N34°37.76′ W118°05.07′

Rwy 4-22: 12001 X 150 Rwy 72-252: 6000 X 75

12002 X 200

ASSAULT STRIF

LOS ANGELES H-41. L-3E. 4G. 7C IAP. AD

HIRL

661-272-6708 during duty hrs, 661-272-6600 after duty hrs.

RWY 04: Hill. Rgt tfc. 0.6% down. RWY 22: PAPI(P4L), 0.3% up. RWY 072-252: H6000X75 (CONC) PCN 132 R/B/W/T

UTC-8(-7DT)

S-83, D-173, 2D-315,

NOTAM FILE PMD

RWY 25: PAPI(P4L). Rgt tfc.

HIRL

MILITARY SERVICES: Svc normally associated with an AFB are not avbl at this industrial installation. No Base OPS — Flt plans must be

PCN 73 R/C/W/T

activated/clsd with FSS. LGT Gated thld lgt Rwy 07-25 and Rwy AIRPORT REMARKS: Attended 1230-0500Z‡, other times clsd to all tfc

04-22. without approval. Official business only. Military arpt. Civil use requires USAF approval and DD form 2400/01/02, Call

Limited fueling avbl to government acft only 1530-0130Z‡. Call plant office to arrange. Rwy 04-22 CLOSED Mon-Thu 1400-0000Z‡ indef. Bird hazard. When twr clsd arpt CLOSED to all tfc without written approval. Primarily training 747-707-727.

Unlighted obstructions surround airfield, Rwv 07, Rwv 04 and Rwv 22 3' wooden box at 150' from thid. Parking ramp C located south

of Rwy 22 and Twy V not visible from twr. ACTIVATE HIRL Rwy 04-22 and Rwy 07-25, PAPI Rwy 22 and Rwy 25-CTAF, Ldg fee. MILITARY REMARKS: Official business only, Military arpt civil use requires USAF approval and DD form 2400/01/02.

Plant Office open weekdays 1530-2359Z± only. See FLIP AP/1 Supplementary Arpt Remarks, RSTD Official

Business Only, PPR for all full stop Idg and touch and go, Call C661-272-6715 during duty hrs. OT

C661-272-6600 after duty hrs. Rwy 072-252 used as a military assault strip. Assault ldg zone located 1st 6000' east end of Twy B, assault landing zone open to C-130 acft. PPR only; call C661-272-6715. Assault

Landing Zone one way landing assault landing zone 25 only. CAUTION Rwy 07-25 1000' asph overrun each end. overrun poor condition emergency use only. Rwy 04-22 1150' asph overrun each end, overrun poor condition, emergency use only. Rwy edge lgt located 30' from outside side stripe, 60' AGL string of utility poles violate Rwy 22 Clear Zone sfc N of extended centerline, TFC PAT TPA overhead 4043(1500), Fighter and trainer type acft 4043(1500). All others, rectangular 4543(2000). Acft less than 50,000 pounds 4043(1500). MISC Winds are estimated due to FMQ-13 wind sensors being accurate to within only +/- 2 Kt. ATC/Wx will not include/relay wind correction into forecasts/phraseology. Therefore, aircrews will incorporate a +/- 2 Kt accuracy into their

WEATHER DATA SOURCES: ASOS 118.275 (661) 272-3798.

COMMUNICATIONS: CTAF 123.7

R JOSHUA APP/DEP CON 124.55 363.0

TOWER 123.7 317.6 (1330-0600Z±) GND CON 121.9 348.6 AIRSPACE: CLASS D svc (1330-0600Z‡) other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PMD. Chan 92 N34°37.88′ W118°03.83′

decision making process for flying opr.

(H) VORTAC 114.5 PMD VOR portion unusable:

010°-020°

160°-235° bvd 30 NM blo 8.100'

110°-160° byd 35 NM blo 11,600'

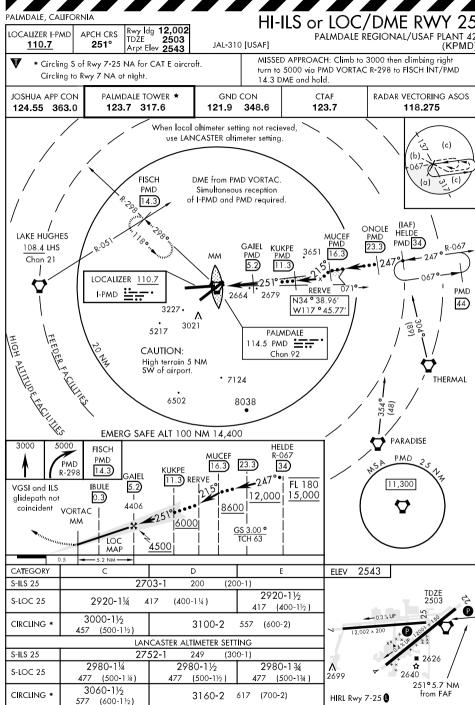
at fld. 2498/15E.

TACAN azimuth unusable: 110°-145° bvd 20 NM blo 15.500'

345°-355° bvd 35 NM 145°-235° bvd 20 NM blo 14.500'

TACAN azimuth and DME unusable:

120°-145° bvd 20 NM blo 15.500' 145°-150° bvd 20 NM blo 14.500' ILS 110.7 I-PMD Rwv 25. Class ID.

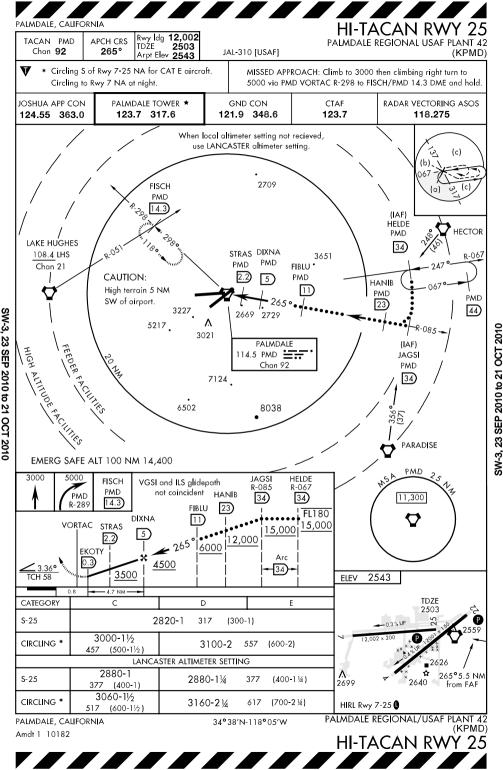


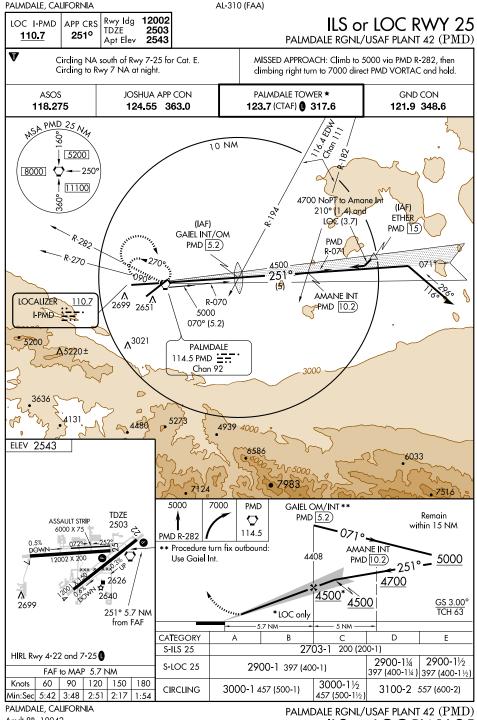
PALMDALE, CALIFORNIA

34°38′N-118°05′W

PALMDALE REGIONAL/USAF PLANT 42 (KPMD) SW-3, 23 SEP 2010 to 21 OCT 2010

Amdt 1 10210



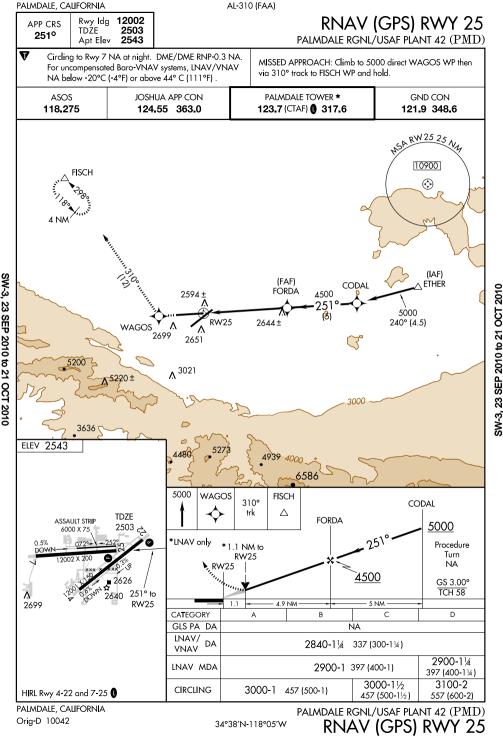


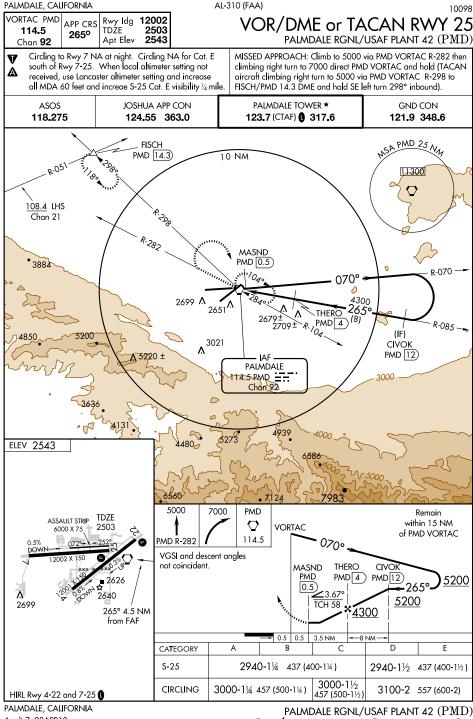
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SW-3,

23 SEP 2010 to 21 OCT 2010

ILS or LOC RWY 25





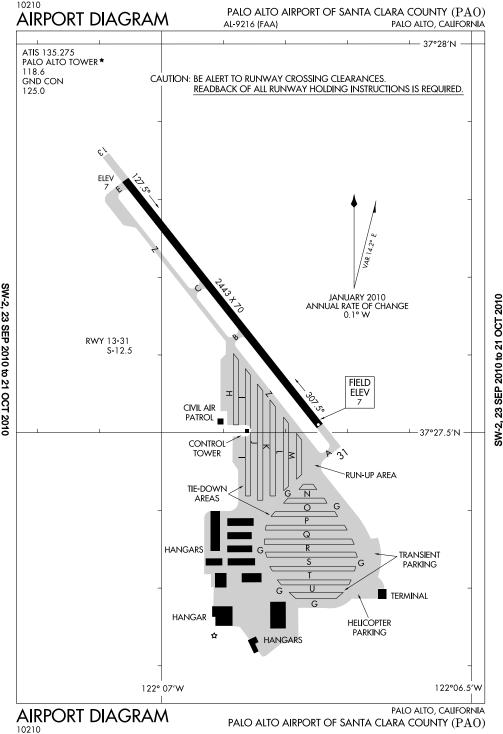
Amdt 7 08APR10

SW-3, 23 SEP 2010 to 21 OCT 2010

SW-3, 23 SEP 2010 to 21 OCT 2010

34°38′N-118°05′W

VOR/DME or TACAN RWY 25



148 **CALIFORNIA** 

PALO ALTO ARPT OF SANTA CLARA CO.

**S4** FUEL 100LL, JET A OX 4 TPA-See Remarks NOTAM FILE PAO RWY 13-31: H2443X70 (ASPH) S-12.5

N37°27.67' W122°06.90'

Golf Course

SAN FRANCISCO

L-2F. 3B. A

IAP. AD

(PAO) 0 E UTC-8(-7DT)

RWY 13: REIL, PAPI(P2L)—GA 4.0° TCH 29', Berm. RWY 31. REIL PAPI(P21)—GA 4 0° TCH 29' Berm Rgt tfc

AIRPORT REMARKS: Attended Thu-Tue 1600-020071. Wed

1500-0500Z±. Arpt rstd by arpt operator to acft with maximum certificated weight of 12,500 lbs or less, Self-fueling avbl

continuously. P-line SE. Birds on and in vicinity of arpt. +100' transmission towers east of arpt. Be alert for pedestrians crossing a dike road 8' high and 300' from end Rwv 13. Continuous pedestrian, vehicle activity on acft taxi lanes not designated as twy movement areas. Noise sensitive area

southeast thru west of arpt. Landing not authorized for pure iet and surplus military acft except those acft meeting FAR 36 stage 3 noise criteria, Recommend acft ldg at Palo Alto Arpt fly at or above 1500' until crossing the Bayshore Freeway, Recommend acft depart Rwy 31 turn 10° right after tkf until reaching Dumbarton Auto Bridge. On apch to Rwy 31 be alert to possible strong updraft from wind tunnel located on west side of Moffett Federal Airfield. TPA-1004(1000) west, and 804(800) east. Arpt

COMMUNICATIONS: CTAF 118.6 ATIS 135.275 (650) 858-0606 **IINICOM** 122 95 (R) NORCAL APP CON 121.3 133.95 134.5

security procedures in effect. WEATHER DATA SOURCES: LAWRS.

R NORCAL DEP CON 121.3 TOWER 118.6 (1500-0500Z±) **GND CON 125.0** AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OAK. WOODSIDE (L) VORTACW 113.9

OSI Chan 86 N37°23.55′ W122°16.88′ COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.

PANOCHE N36°42.93′ W120°46.72′ NOTAM FILE RIU.

(L) VORTAC 112.6 PXN Chan 73 332° 21.3 NM to Los Banos Muni, 2060/16E.

VOR unusable 230°-280° bvd 7 NM blo 9000'

RCO 122.1R 112.6T (RANCHO MURIETA RADIO)

PARADISE N33°55.10′ W117°31.80′ NOTAM FILE RAI (H) VORTAC 112.2 PDZ Chan 59

287° 6.3 NM to Chino, 1432/15E.

310°-325° bvd 35 NM blo 10.900'

COPTER H-41, L-3E, 4H, A

SAN FRANCISCO

H-3B, L-3C

LOS ANGELES

046° 8.9 NM to fld. 2270/17E.

130°-145° byd 25 NM blo 5,000'

325°-345° byd 25 NM blo 11,500' 345°-360° byd 35 NM blo 10,500'

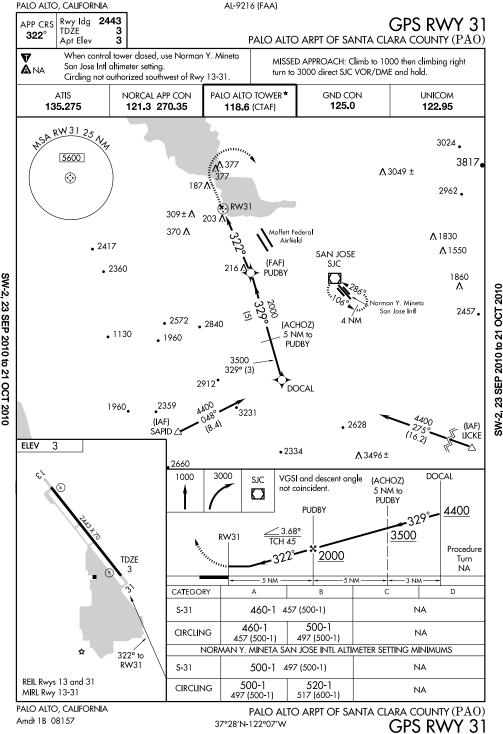
145°-190° bvd 39 NM blo 13.500'

VOR portion unusable: 145°-190° blo 8.000′ 145°-190° byd 25 NM blo 10.000′

VORTAC unusable:

145°-190° blo 8000'

190°-230° blo 10.000′



(PYE.PYE1) 09127 POINT REYES ONE ARRIVAL SAN FRANCISCO, CALIFORNIA ST-375 (FAA) NORCAL APP CON 133.95 317.6 MAXWELL SAN FRANCISCO TOWER 110.0 MXW .... 120.5 269.1 Chan 37 SAN FRANCISCO INTL ATIS N39°19.06′-W122°13.29′ 113.7 118.85 SAN CARLOS TOWER★ 119.0 326.2 SAN CARLOS ATIS 125.9 MENDOCINO PALO ALTO TOWER★ 112.3 ENI 118.6 PALO ALTO ATIS N39°03.19′-W123°16.45′ 135.275 L-2, H-3 MOFFETT FEDERAL AFLD TOWER★ 650 1840 (80) 119.55 346.25 SACRAMENTO MOFFETT FEDERAL AFLD ATIS 11<u>5.2</u> SAC <u>:::</u>\_\_ 124.175 283.0 SANTA ROSA Chan 99 SAN JOSE TOWER★ 113.0 STS ∷ N38°26.62′-W121°33.10′ 124.0 257.6 Chan 77 L-2-3, H-3 NORMAN Y. MINETA **POPES** SAN JOSE INTLATIS N38°29.16 V494 126.95 W122°20.75' REID-HILLVIEW TOWER★ 5000 R-077 119.8 RWY 13L/31R 22) 257° 126.1 RWY 13R/31L (38)**REID-HILLVIEW ATIS** 125.2 SCAGGS ISLAND 112.1 SGD <u>∺</u>:.• Chan 58 SAUSALITO 116.2 SAU ::-POINT REYES Chan 109 113.7 PYE :--=-Chan 84 N38°04.79′-W122°52.07′ SAN FRANCISCO 115.8 SFO <u>∷</u> <u>-</u> . R-243 \_ Chan 105 STINS N37°49.42' OAKLAND W122°45.40′ 116.8 OAK ... Chan 115 SAN FRANCISCO INTL PALO ALTO AIRPORT OF SANTA CLARA COUNTY (£) SAN CARLOS NORMAN Y. MINETA SAN JOSE INTL 076°→ **HADLY** (14) R-256 MOFFETT N37°24.14' FEDERAL AFLD W122°34.54' RÉID-HILLVIEW OF SANTA CLARA WOODSIDE COUNTY 113.9 OSI ... Chan 86 NOTE: SACRAMENTO Transition to be used N37°23.55'-W122°16.88' only when assigned by ATC.

POINT REYES ONE ARRIVAL

SAN FRANCISCO, CALIFORNIA

(NARRATIVE ON FOLLOWING PAGE)

23 SEP 2010 to 21 OCT 2010

NOTE: Chart not to scale.

23 SEP 2010 to 21 OCT 2010

POINT REYES ONE ARRIVAL

SW-2, 23 SEP 2010 to 21 OCT 2010

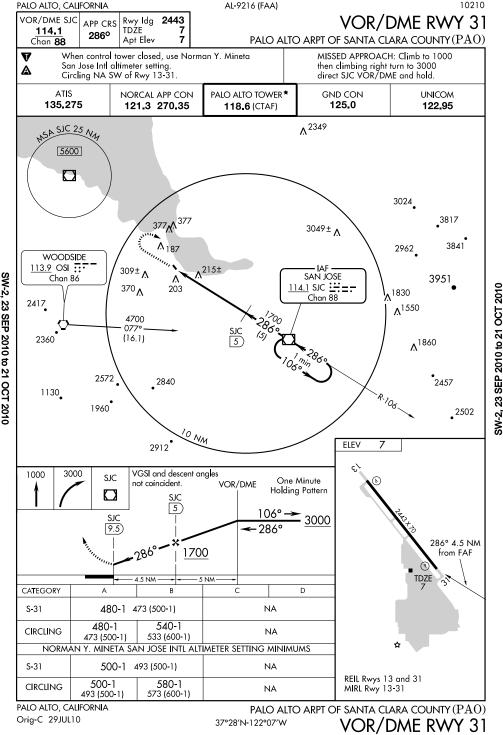
# ARRIVAL DESCRIPTION

MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence....

 $\underline{\text{MENDOCINO TRANSITION (ENI.PYE1):}} \ \text{From over ENI VORTAC via ENI R-146} \\ \text{and PYE R-325 to PYE VORTAC. Thence....}$ 

SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence....

....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course.



INS ANGELES

H-4J, L-4J, 5A

LOS ANGELES

COPTER

H-41, L-4H, A

Parachute Drop Zone

## CALIFORNIA

TPA-1840(1000)

MIRL

# PARKER N34°06.12′ W114°40.93′

Chan 126

NOTAM FILE RAI 067° 20.7 NM to Avi Suquilla AZ. 1000/15E.

090°-110° beyond 25 NM below 3800' 110°-140° beyond 8 NM below 4200'

(H) VORTAC 117 9 PKF

VOR portion unusable:

PARSONS HERMITAGE (See GROVELAND)

155°-170° beyond 25 NM below 4900' 170°-185° beyond 30 NM below 4900' DME portion unusable: 090°-167° 167°-170° bvd 25 NM blo 4900' 170°-185° bvd 30 NM blo 4900' 230°-240° bvd 33 NM blo 5900' RCO 122.1R 117.9T (RIVERSIDE RADIO)

140°-155° beyond 20 NM below 4200'

PASO ROBLES MUNI (PRB) 4 NE UTC-8(-7DT) N35°40.38' W120°37.63'

S2

RWY 01-19: H6008X150 (ASPH-GRVD) S-60, D-106, 2S-134, 2D-150 RWY 19: REIL, PAPI(P4L)-GA 3.0° TCH 39'. RWY 13-31: H4701X100 (ASPH) S-30, D-50, 2D-90 RWY 31: PAPI(P4L)-GA 3.0° TCH 39'. Tree. AIRPORT REMARKS: Attended 1500-0200Z‡. Fee for call out svc other hours, 805-239-5860 (FBO), PPR for acft over 40,000 lbs.

FUEL 100LL, JET A OX 4

contact airport manager 805-237-3877. Rwy Igts opr dusk-0600Z‡, after 0600Z‡. ACTIVATE HIRL Rwy 01-19, MIRL Rwy 13-31, PAPI Rwy 19 and Rwy 31, Rwy H1 perimeter lgts-CTAF. Overnight tiedown fee. WEATHER DATA SOURCES: ASOS 120.125 (805) 239-3593. COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.4 (HAWTHORNE RADIO) R OAKLAND CENTER APP/DEP CON 128.7 RADIO AIDS TO NAVIGATION: NOTAM FILE PRB.

(L) VORTACW 114.3 PRB Chan 90 N35°40.35' W120°37.63' at fld. 817/16E. **2AWIH** •

HELIPAD H1: H100X100 (ASPH) HELIPORT REMARKS: Helipad H1 perimeter lgts.

PERRIS VALLEY 1 SE (L65) UTC-8(-7DT) S4 FUEL 100LL, JET A TPA-2413(1000) NOTAM FILE RAL Not insp.

RWY 15-33: H5100X50 (ASPH) RWY 15: Thid dspicd 1900'. Trees. Rgt tfc.

RWY 33: Thid dspicd 144'.

AIRPORT REMARKS: Attended dawn-dusk. Fuel available for emergency

Ultralights on and in vicinity of arpt. Ultralight and parachuting activities can be monitored on frequency 122.775. Rwy 15-33

use only. Parachute Jumping. Extensive ultralight and parachuting

activities daily, do not overfly arpt, avoid airspace adjacent East.

north 1000' CLOSED indef. Rwy 15-33 north 1900' asph poor condition, remaining 3200' asphalt fair condition. COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10'

W117°31.80' 106° 18.1 NM to fld. 1432/15E.

NOTAM FILE PRB H-4H, L-3C, 7A HIRL

230°-240° beyond 33 NM below 5900'

260°-290° beyond 29 NM below 5900' 290°-300° beyond 33 NM below 6800'

300°-315° beyond 25 NM below 6800'

325°-335° beyond 25 NM below 5300'

260°-290° bvd 29 NM blo 5900′

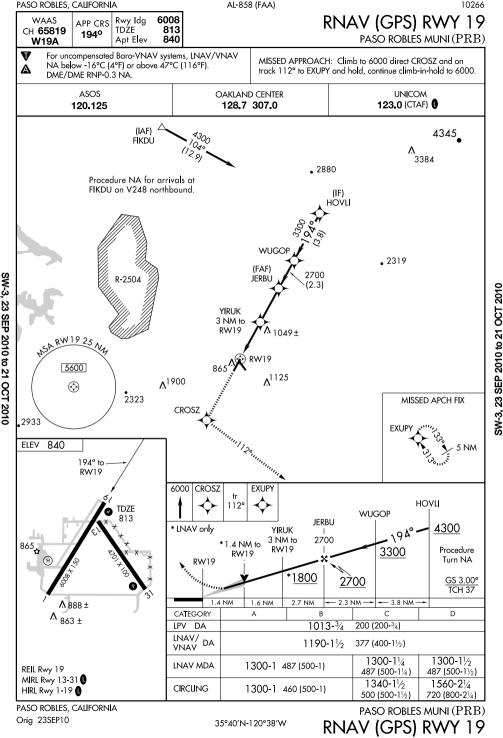
290°-300° bvd 33 NM blo 6800'

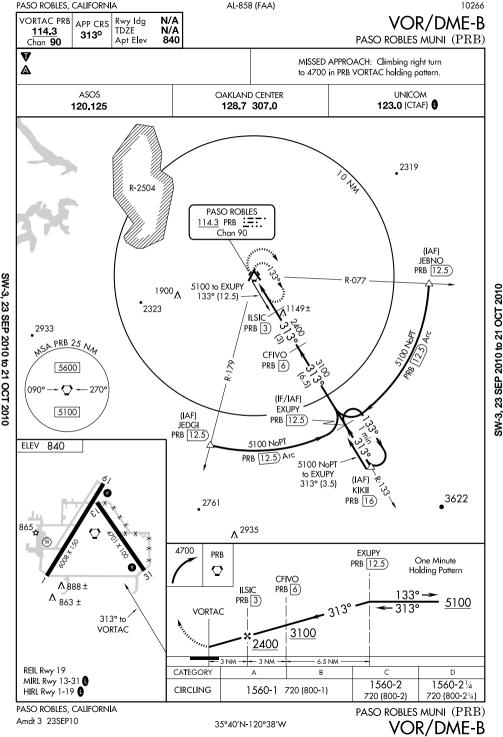
300°-315° bvd 25 NM blo 6800'

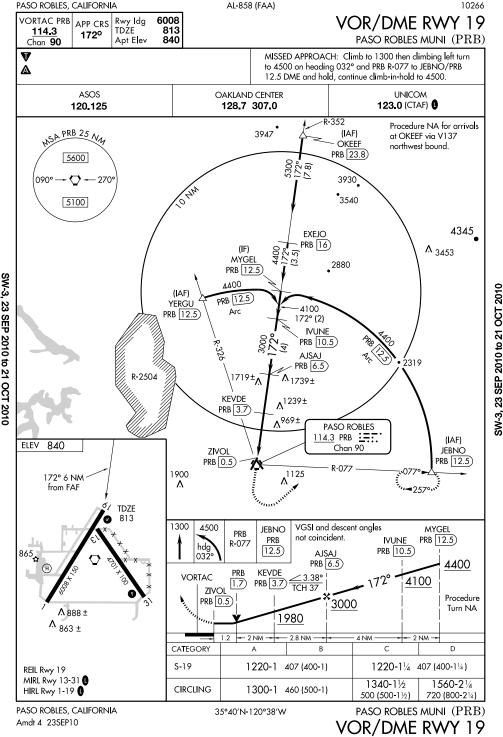
325°-335° bvd 25 NM blo 5300'

N33°45.88' W117°13.14' LOS ANGELES

> Building Area







150 **CALIFORNIA** PFTALIIMA MIINI N38°15.47′ W122°36.32′ (069)1 NE UTC-8(-7DT)

B S4 FUEL 100LL, JET A 0X 2, 3, 4 TPA-1090(1000) NOTAM FILE OAK RWY 11-29: H3601X75 (ASPH) S-12.5 MIRL 0.4% up W

RWY 29: PAPI(P4L)-GA 3.0° TCH 39'. Rgt tfc. RWY 11: Trees. AIRPORT REMARKS: Attended 1600-0100Z±. Noise abatement procedure 800' MSL before crosswind turn, straight

out climb to 1500' MSL for departures, downwind stay outside Adobe Road, avoid overflights of the Old Adobe Historic Park, ACTIVATE PAPI Rwv 29-CTAF.

WEATHER DATA SOURCES: AWOS-3 132.325 (707)773-1529. Plus precipitation. COMMUNICATIONS: CTAF/UNICOM 122.7

R NAKIAND CENTERA APP/DEP CON 127 8

RADIO AIDS TO NAVIGATION: NOTAM FILE APC.

SCAGGS ISLAND (L) VORTACW 112.1 SGD Chan 58 N38°10.76′ W122°22.39′

PETIS N34°03.39′ W117°21.97′ NOTAM FILE ONT.

NDR (HW) 397 SB

056° 6 9 NM to San Bernardine Intl.

PLACERVILLE

2585 В S4

PINE MOUNTAIN LAKE

(See GROVELAND)

(PVF)

RWY 05-23: H4201X75 (ASPH)

RWY 05: VASI(V4L)-GA 3.0° TCH 27'. Rgt tfc. RWY 23: PAPI(P2L)-GA 3.75° TCH 28'.

FUEL 100LL, JET A

S-26

card. Deer on and invof rwy especially ngts. Rwy safety areas are non-standard length, severe drop off 100' byd end of Rwy 05 and Rwy 23. PPR for touch and go ldgs for acft over 12.500 pounds. Noise abatement procedures no mid-field departures, no turns W or N prior to 3400 MSL or clear of noise sensitive area, Rwy 23 after tkf make 10° left turn at end of rwy to avoid noise sensitive

MIRI

3 E UTC-8(-7DT) N38°43.45′ W120°45.20′

TPA-3385(800) NOTAM FILE RIU

AIRPORT REMARKS: Attended 1600-0100Z‡. Fuel avbl 24 hrs by credit

276° 11.9 NM to fld. 10/17E.

residential areas. ACTIVATE MIRL Rwy 05-23 and VASI Rwy 05 and PAPI Rwy 23-CTAF. WEATHER DATA SOURCES: AWOS-3 128,125 (530)622-5698. COMMUNICATIONS: CTAF/UNICOM 122.8 HANGTOWN RCO 122.1R 115.5T (RANCHO MURIETA RADIO) (R) NORCAL APP/DEP CON 127.4

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. HANGTOWN (L) VOR/DME 115.5 HNW Chan 102 W120°44 96' at fld. 2583/17E.

N38°43.48'

HELIPAD H1: H50X50 (CONC)

HELIPAD REMARKS: Helipad located on N side of Rwy 23 end, tfc pattern and noise abatement procedures apply.

**POGGI** N32°36.62′ W116°58.75′

NOTAM FILE SDM. (L) VORTACW 109.8 PGY

Chan 35

 $167^{\circ}$  2.3 NM to Brown Fld Muni. 580/14E. VOR unusable 060°-080° beyond 27 NM below 8000'.

070°-110°

060°-070° byd 27 NM

POINT ARENA N38°57.28' W123°44.43' RCO 122 6 (OAKLAND RADIO)

DME unusable: 005°-010° byd 35 NM.

> SAN FRANCISCO 1-2G

LOS ANGELES

L-4H

SAN FRANCISCO L-2F. 3A. A

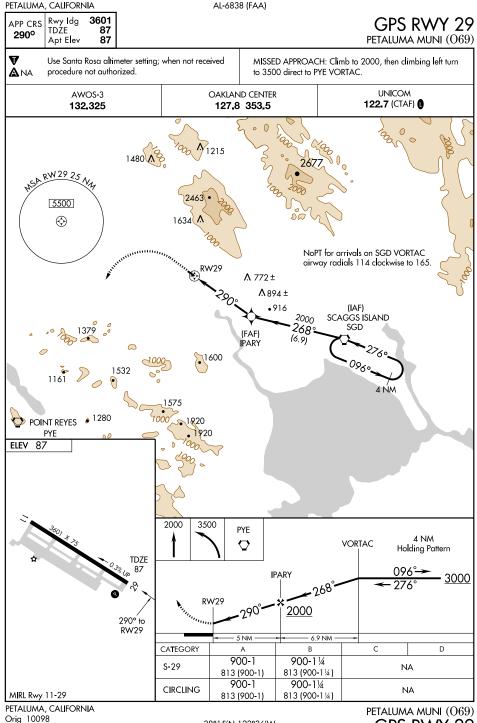
LOS ANGELES

SAN FRANCISCO L-3A

COPTER L-4H, 7C, A

IAP

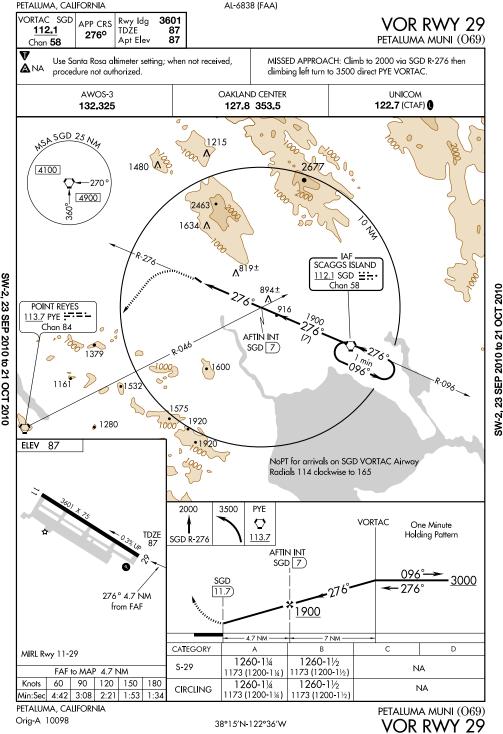
ΙΔΡ



Orig 10098

SW-2, 23 SEP 2010 to 21 OCT 2010

GPS RWY 29



150 **CALIFORNIA** PFTALIIMA MIINI N38°15.47′ W122°36.32′ (069)1 NE UTC-8(-7DT)

B S4 FUEL 100LL, JET A 0X 2, 3, 4 TPA-1090(1000) NOTAM FILE OAK RWY 11-29: H3601X75 (ASPH) S-12.5 MIRL 0.4% up W

RWY 29: PAPI(P4L)-GA 3.0° TCH 39'. Rgt tfc. RWY 11: Trees. AIRPORT REMARKS: Attended 1600-0100Z±. Noise abatement procedure 800' MSL before crosswind turn, straight

out climb to 1500' MSL for departures, downwind stay outside Adobe Road, avoid overflights of the Old Adobe Historic Park, ACTIVATE PAPI Rwv 29-CTAF.

WEATHER DATA SOURCES: AWOS-3 132.325 (707)773-1529. Plus precipitation. COMMUNICATIONS: CTAF/UNICOM 122.7

R NAKIAND CENTERA APP/DEP CON 127 8

RADIO AIDS TO NAVIGATION: NOTAM FILE APC.

SCAGGS ISLAND (L) VORTACW 112.1 SGD Chan 58 N38°10.76′ W122°22.39′

PETIS N34°03.39′ W117°21.97′ NOTAM FILE ONT.

NDR (HW) 397 SB

056° 6 9 NM to San Bernardine Intl.

PLACERVILLE

2585 В S4

PINE MOUNTAIN LAKE

(See GROVELAND)

(PVF)

RWY 05-23: H4201X75 (ASPH)

RWY 05: VASI(V4L)-GA 3.0° TCH 27'. Rgt tfc. RWY 23: PAPI(P2L)-GA 3.75° TCH 28'.

FUEL 100LL, JET A

S-26

card. Deer on and invof rwy especially ngts. Rwy safety areas are non-standard length, severe drop off 100' byd end of Rwy 05 and Rwy 23. PPR for touch and go ldgs for acft over 12.500 pounds. Noise abatement procedures no mid-field departures, no turns W or N prior to 3400 MSL or clear of noise sensitive area, Rwy 23 after tkf make 10° left turn at end of rwy to avoid noise sensitive

MIRI

3 E UTC-8(-7DT) N38°43.45′ W120°45.20′

TPA-3385(800) NOTAM FILE RIU

AIRPORT REMARKS: Attended 1600-0100Z‡. Fuel avbl 24 hrs by credit

276° 11.9 NM to fld. 10/17E.

residential areas. ACTIVATE MIRL Rwy 05-23 and VASI Rwy 05 and PAPI Rwy 23-CTAF. WEATHER DATA SOURCES: AWOS-3 128,125 (530)622-5698. COMMUNICATIONS: CTAF/UNICOM 122.8 HANGTOWN RCO 122.1R 115.5T (RANCHO MURIETA RADIO) (R) NORCAL APP/DEP CON 127.4

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. HANGTOWN (L) VOR/DME 115.5 HNW Chan 102 W120°44 96' at fld. 2583/17E.

N38°43.48'

HELIPAD H1: H50X50 (CONC)

HELIPAD REMARKS: Helipad located on N side of Rwy 23 end, tfc pattern and noise abatement procedures apply.

**POGGI** N32°36.62′ W116°58.75′

NOTAM FILE SDM. (L) VORTACW 109.8 PGY

Chan 35

 $167^{\circ}$  2.3 NM to Brown Fld Muni. 580/14E. VOR unusable 060°-080° beyond 27 NM below 8000'.

070°-110°

060°-070° byd 27 NM

POINT ARENA N38°57.28' W123°44.43' RCO 122 6 (OAKLAND RADIO)

DME unusable: 005°-010° byd 35 NM.

> SAN FRANCISCO 1-2G

LOS ANGELES

L-4H

SAN FRANCISCO L-2F. 3A. A

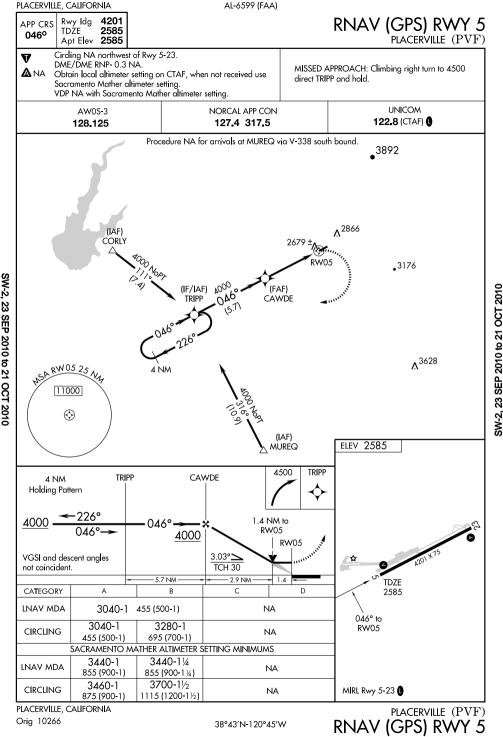
LOS ANGELES

SAN FRANCISCO L-3A

COPTER L-4H, 7C, A

IAP

ΙΔΡ



RWY 12: VASI(V4R)-GA 3.0° TCH 29'. Road. RWY 30: REIL. VASI(V4R)-GA 3.0° TCH 60'. Road.

PORTERVILLE MUNI (PTV)

### AIRPORT REMARKS: Attended May-Oct 1500-0300Z±, Nov-Apr 1600-0100Z‡. For arpt attendant call 559-782-7540. Self svc fuel avbl 24 hrs with credit card. HIRL Rwy 12-30 preset low intensity dusk-0700Z‡; after 0700Z‡ ACTIVATE-CTAF. ACTIVATE VASI Rwy 12-CTAF, VASI Rwy 30 operates continuously. WEATHER DATA SOURCES: AWOS-3 134.625 (559)784-3874. COMMUNICATIONS: CTAF/UNICOM 122.8

3 SW

442 B S4 **FUEL** 80, 100LL, JET A TPA—1442(1000)

RWY 12-30: H5908X150 (ASPH-PFC) S-30, D-70, 2D-110

UTC-8(-7DT) N36°01.78' W119°03.76'

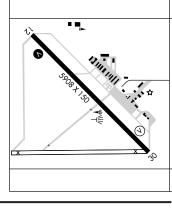
NOTAM FILE PTV

HIRI

TULE RCO 122.1R 109.2T (RANCHO MURIETA RADIO) (R) BAKERSFIELD APP/DEP CON 120.5 (1400-0700Z‡)

L.A. CENTER APP/DEP CON 127.1 (0700-1400Z±) RADIO AIDS TO NAVIGATION: NOTAM FILE PTV. TULE (L) VOR/DME 109.2 TTE Chan 29

W119°01.25' 328° 7.3 NM to fld. 580/16E.



# PRIEST N36°08.42′ W120°39.90′

POSO-KERN CO

NOTAM FILE OAK. (L) VORW 110.0 ROM 267° 23 NM to Mesa Del Rey.

(See FAMOSO)

PROBERTA N40°06.84′ W122°14.25′ NOTAM FILE RBL.

327° 2.3 NM to Red Bluff Muni. Unmonitored. Unusable byd 15 NM.

QUINCY N39°56.43′ W120°55.73′

N35°54.78'

# RCO 122.4 (RANCHO MURIETA RADIO) DUINCY

NDB (HW) 338 PBT

06-24-CTAF

GANSNER FLD (201) 1 N UTC-8(-7DT) N39°56.63' W120°56.72' FUEL 100LL TPA-4415(1000) NOTAM FILE RIU

RWY 06-24: H4105X60 (ASPH) S = 12.5MIRI RWY 06: Highway. RWY 24: VASI(V2L). Rgt tfc.

AIRPORT REMARKS: Unattended, 24 hr 100LL fuel by credit card.

CAUTION—Due to proximity of terrain normal opr are: for dep/touch and go Rwy 06 only: Idgs on Rwys 06 and 24.

Ultralights on and invof arpt. Firefighting acft invof arpt May-Oct. Rapidly rising terrain with 100' trees on north side of rwy. Arpt rstd by arpt opr to acft maximum certificated tkf weight of 12.500 lbs or less. Rotating bcn located 2000' N of arpt on top of hill.

Secondary white bcn 3 miles S of arpt. ACTIVATE MIRL Rwy COMMUNICATIONS: CTAF/UNICOM 122.7

QUINCY RCO 122.4 (RANCHO MURIETA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.

SQUAW VALLEY (L) VORW/DME 113.2 SWR Chan 79 N39°10.82'

W120°16.18' 310° 55.5 NM to fld. 8850/16E. HIWAS.

SAN FRANCISCO L-3C

KLAMATH FALLS

L-2H

SAN FRANCISCO

H-41, L-3C, 9A

IAP

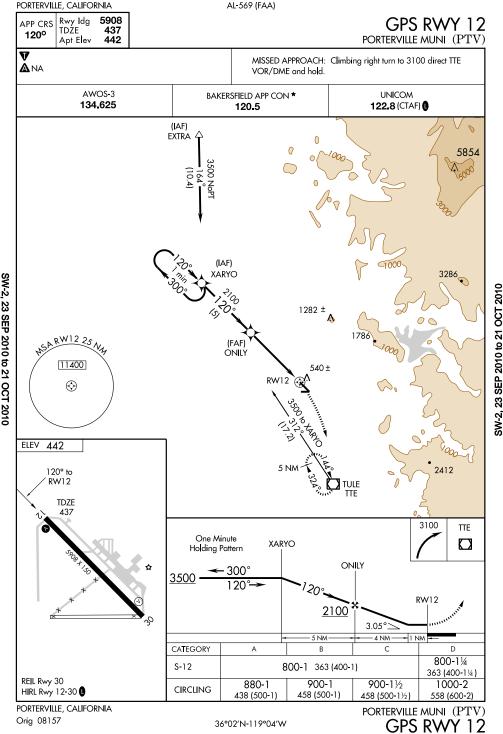
SAN FRANCISCO I-11A

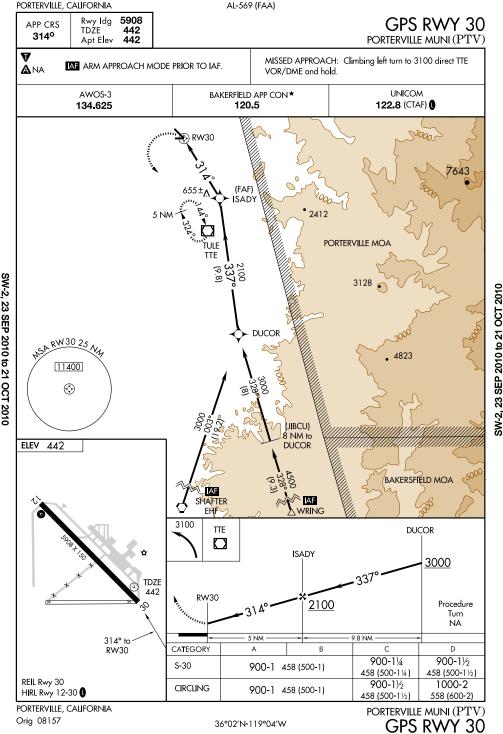
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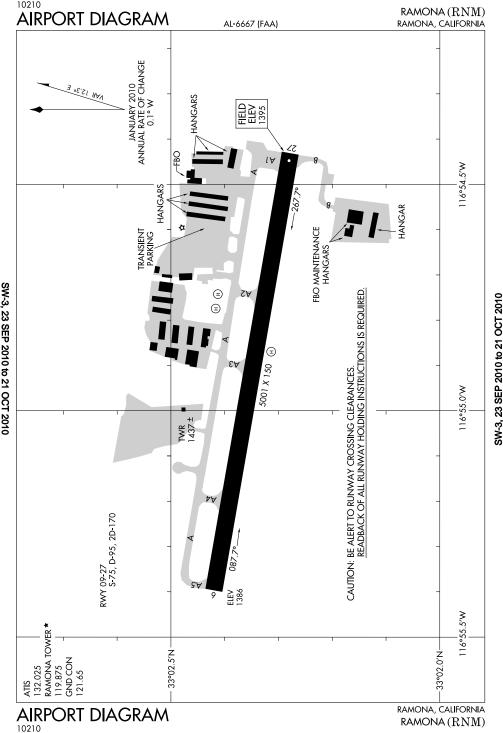
4105 X 60

Residential





VOR or GPS-A



# **CALIFORNIA**

(RNM) 2 W UTC-8(-7DT) N33°02.35' W116°54.92' LOS ANGELES 1395 S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE RNM H-41, L-4H RWY 09-27: H5001X150 (ASPH) S-75, D-95, 2D-170 IAP. AD RWY 09: PAPI(P2L)-GA 3.5° TCH 49'. RWY 27: REIL. PAPI(P2L)-GA 3.5° TCH 32'. AIRPORT REMARKS: Attended 1600-0200Z±. Be alert for birds year-round, various species, large and small. Helipads N of rwy not open to public. Ultralights not authorized. Forest Service fire fighting acft on and invof arpt. Air tankers in vicinity May-Nov frequently fly NSTD pattern entries. Voluntary jet curfew

0600-1500Z‡. Noise abatement, tkf climb on rwy heading until 1900' MSL. TPA-2395(1000) single engine, 2895(1500) multi-engine. For information regarding fire fighting activity call arpt manager 760-788-3366. Rwy 27 calm wind rwy. ACTIVATE MIRL Rwy 09-27, REIL Rwy 27 and twy lgts-CTAF, PAPI Rwy 09-27 ops 24 hrs. WEATHER DATA SOURCES: ASOS 132.025 (760) 789-0736. COMMUNICATIONS: CTAF 119.875 ATIS: 132.025 **UNICOM 122.95** R SOCAL APP CON 132.2 (R) SOCAL DEP CON 127.3 TOWER 119.875 (1600-0400Z±) **GND CON 121.65** AIRSPACE: CLASS D svc 1600-0400Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE SAN. JULIAN (L) VORTACW 114.0 JLI Chan 87 N33°08.43′ W116°35.16′ 235° 17.7 NM to fld. 5560/15E.

HELIPAD H1: H340X66 (ASPH-CONC) HELIPORT REMARKS: Helipad use is not authorized when tower clsd.

RWY 04: VASI(V2L)-GA 3.0° TCH 12', Road, Rgt tfc.

RANCHO MURIETA (RIU) 1 W UTC-8(-7DT) N38°29.21' W121°06.17'

comply with FAR 103 and have an operating acft radio. All transient acft rqrd to park in designated transient area. Rwy 04 VASI OTS indef. Arpt lgts opr 1600-0100Z‡. COMMUNICATIONS: CTAF/UNICOM 122.8.

RAND MOUNTAIN N35°20.31' W117°41.02'

0 N

(See IMPERIAL BEACH NOLE)

RCO 122.4 (RIVERSIDE RADIO)

(039)

5299 TPA-6099(800)

RWY 17-35: H2920X30 (ASPH) RWY 35: Thid dspicd 900'. Pole.

COMMUNICATIONS: CTAF 122.9

RWY 04-22: H3800X75 (ASPH)

HIWAS.

RAVENDALE

gravel.

REAM FLD

RCO 122.2 121.5 (RANCHO MURIETA RADIO)

141 FUEL 100LL, JET A TPA-941(800) NOTAM FILE RIU Not insp.

RWY 22: VASI(V2L)-GA 3.0° TCH 12'. Tree. AIRPORT REMARKS: Attended 1600-0100Z‡. Arpt CLOSED at night. Deer on and invof rwy. Unmarked and unlit 65' trees SE and parallel to Rwy 04-22. +65' trees, +30' power lines parallel to Rwy 04-22. All ultralights must

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

UTC-8(-7DT)

NOTAM FILE RNO

SACRAMENTO (H) VORTACW 115.2 SAC

Chan 99

N38°26.62′ W121°33.10′

N40°48.20' W120°21.97'

AIRPORT REMARKS: Unattended, Unpayed areas extremely soft when wet, Rwy 17-35 has numerous cracks and loose

066° 21.3 NM to fld. 10/17E.

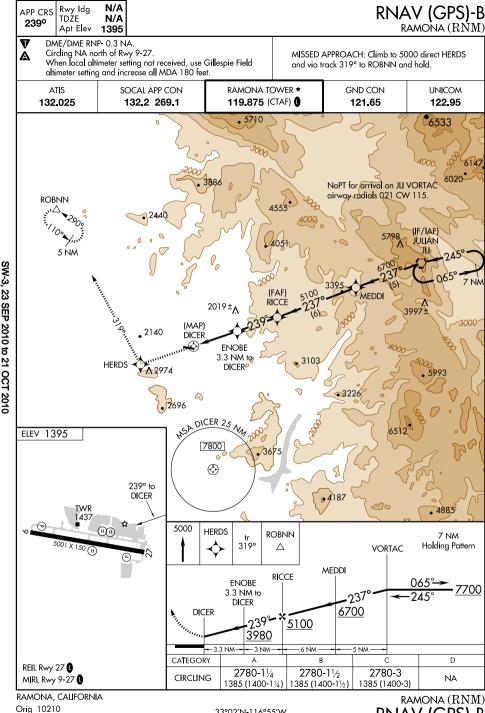
LOS ANGELES

KLAMATH FALLS

L-7C

SAN FRANCISCO L-2F. 3A

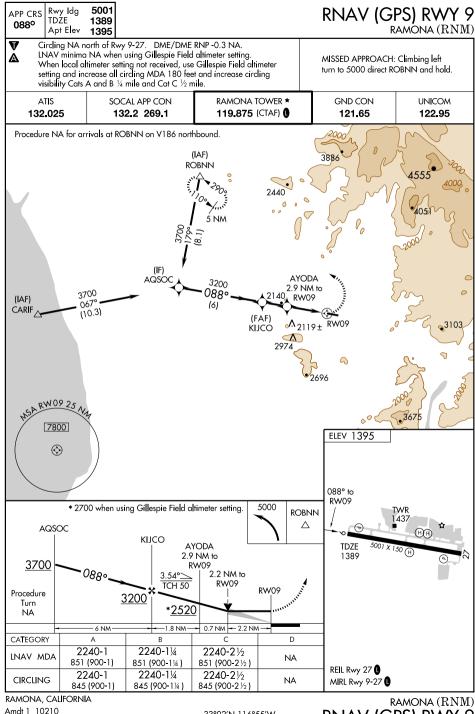
RAMONA



AL-6667 (FAA)

RAMONA, CALIFORNIA

33°02′N-116°55′W



AL-6667 (FAA)

RNAV (GPS) RWY 9 33°02′N-116°55′W

SW-3, 23 SEP 2010 to 21 OCT 2010

RAMONA, CALIFORNIA

AL-6667 (FAA)

Amdt 2 10210

RAMONA, CALIFORNIA

VOR/DME-A

**CALIFORNIA** 

RWY 15: REIL, PAPI(P2L)-GA 3.0° TCH 40', Rgt tfc.

RED RILIEF MIINI (RBL) 2 S UTC-8(-7DT) N40°09.04' W122°15.14' 352 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE RBL

system 24 hours. Ultralight activity on and invof arpt. TPA-1852

(1500) turbo ops. 1352 (1000) others. Rwy 15 calm wind rwy.

WEATHER DATA SOURCES: ASOS 120.775 (530) 528-8030, HIWAS 115.7

RWY 33: REIL. VASI(V4L)-GA 3.0° TCH 40'. AIRPORT REMARKS: Attended 1500Z‡-dusk. Automated credit card fuel

N40°05.93'

MIRL

S-30, D-65, 2S-83

1281' AGL before turning. Rwy 15-33 thId Igts are NSTD, being 13' short of the rwy thId. ACTIVATE MIRL Rwy

(085)

S2

RWY 15-33: H2420X80 (ASPH)

AIRSPACE: CLASS E svc continuous. RADIO AIDS TO NAVIGATION: NOTAM FILE RBL.

(H) VORTACW 115.7 RBL

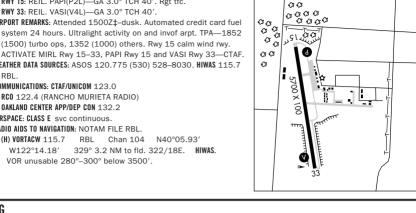
COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.4 (RANCHO MURIETA RADIO) (R) OAKLAND CENTER APP/DEP CON 132.2

RWY 15-33: H5700X100 (ASPH)

Chan 104 W122°14.18' 329° 3.2 NM to fld. 322/18E. HIWAS. VOR unusable 280°-300° below 3500'.

1 W UTC-8(-7DT) N40°34.45′ W122°24.45′

MIRL



KLAMATH FALLS

KLAMATH FALLS

H-3B, L-2H

ΙΔΡ

REDDING BENTON FLD

154

TPA-1719(1000) NOTAM FILE RIU

RWY 33: PAPI(P2L)-GA 3.5° TCH 40'. Tree.

RWY 15: PAPI(P2L)-GA 3.5° TCH 40'. Trees. Rgt tfc. AIRPORT REMARKS: Attended 1400Z‡-dusk. High & low pressure & oxygen replacement bottles avbl in Redding. Large birds frequently on and invof arpt Oct-Apr. Steep bluff 100' from each rwy end. For noise abatement climb

S-60, D-72, 2S-91, 2D-110

15-33, PAPI Rwy 15 and Rwy 33-CTAF. Twy lighting rwy entrances only. COMMUNICATIONS: CTAF/UNICOM 122.8 REDDING MUNI 6 SE UTC-8(-7DT) N40°30.54' W122°17.60' (RDD) S4 505 R

FUEL 100LL, JET A

S-12.5

NOTAM FILE RDD RWY 16-34: H7003X150 (ASPH-GRVD) S-98, D-128, 2S-135, 2D-195 RWY 16: REIL. VASI(V4L)-GA 3.0° TCH 36'. Tree. RWY 34: MALSR. PAPI(P4L)-GA 3.0° TCH 55'.

call arpt manager 530-224-4321. For noise abatement avoid overflights of residential housing when possible. US Forest

TPA-Light acft 1505(1000) Large-Turbo Jet acft 2005(1500).

HIRL

KLAMATH FALLS FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-See Remarks Class I, ARFF Index B H-3B. L-2H IAP. AD Service on fld, expect heavy air tanker activity during fire season. 34

at fld. 490/18E.

RWY 12: Trees.

RWY 12-30: H5067X150 (ASPH)

MIRL

RWY 30: PAPI(P2L)-GA 3.0°. Tree.

AIRPORT REMARKS: Attended dawn-dusk. PPR For unscheduled air carrier ops with more than 30 passenger seats. 0530-1430Z‡

R OAKLAND CENTER APP/DEP CON 132.2

ACTIVATE HIRL Rwy 16-34, MIRL Rwy 12-30, VASI Rwy 16, MALSR Rwy 34 and twy Igts-CTAF.

WEATHER DATA SOURCES: ASOS (530) 221-7144. **UNICOM** 122.95 **COMMUNICATIONS: CTAF 119.8 ATIS** 124.1

RCO 122.1R 108.4T (RANCHO MURIETA RADIO)

TOWER 119.8 (1430-0530Z‡) **GND CON 121.7** AIRSPACE: CLASS D svc 1430-0530Zt other times CLASS G.

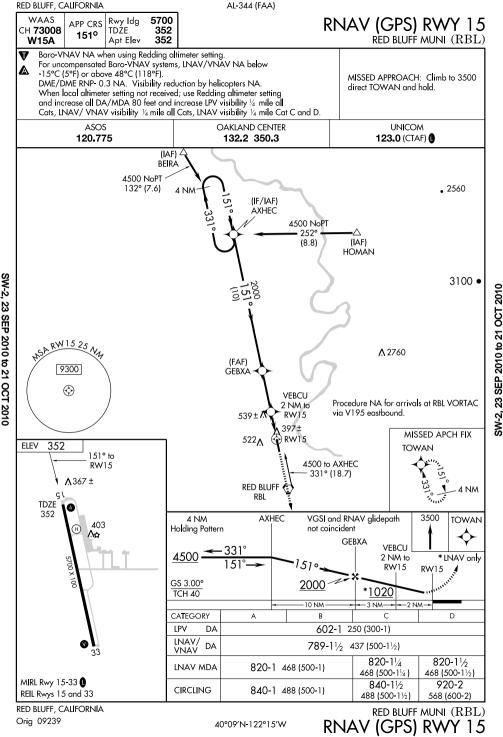
RADIO AIDS TO NAVIGATION: NOTAM FILE RDD.

(T) VOR/DME 108.4 RDD Chan 21 N40°30.27′ W122°17.50′

**ILS/DME** 108.7 I-RDD Chan 24 Rwv 34. ILS unmonitored when twr clsd, LOC back course unusable

within 2 DME abv 2,000'.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

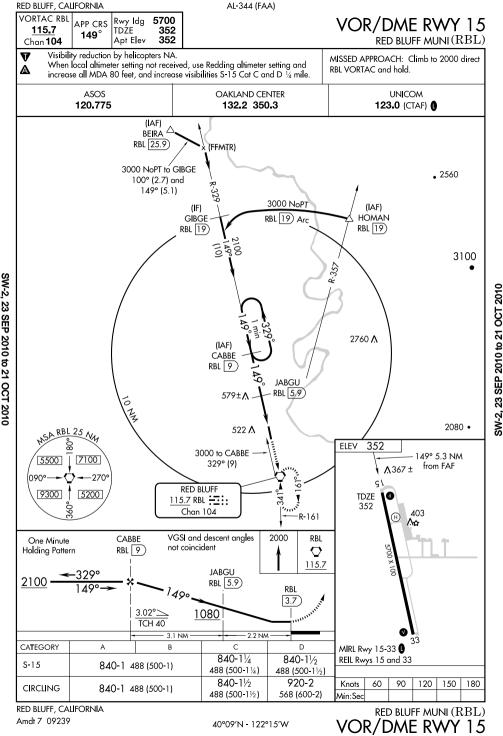


RED BLUFF, CALIFORNIA AL-344 (FAA) WAAS 5700 Rwy Ida RNAV (GPS) RWY 33 APP CRS CH 42609 TDŹE 352 331° 352 RED BLUFF MUNI (RBL) **W33A** Apt Elev Baro-VNAV NA when using Redding altimeter setting v For uncompensated Baro-VNAV systems, LNAV/VNAV NA below A MISSED APPROACH: Climb to 4000 direct -15°C (5°F) or above 48°C (118°F). PUVGF and via 028° track to HOMAN and DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Redding altimeter setting and increase all DA/MDA 80 feet and increase visibilities LPV ¼ mile all Cats, LNAV/VNAV ¼ mile all Cats, and LNAV Cat C visibility ¼ mile. **ASOS OAKLAND CENTER** UNICOM 120,775 132.2 350.3 123.0 (CTAF) ( MISSED APCH FIX Procedure NA for arrivals on RBL VORTAC airway radials 122 CW 185 522 <u>^</u> 382 ± RW33 2080 RED BLUFF RBI **HOMAN** 3500 to TOWAN 151° (13.6) (FAF) XILIX **PUVGE** (IAF) HENLE **IMYIB** 5800 3500 NoPT 0769 SARW 33 25 NZ (6.6)(6) 9300 (IF/IAF) TOWAN 3500 NoPT 352 ELEV  $\bigcirc$ 307° (9.9) **∧**367 ± (IAF) ς١ ∆ GÖNĞS 4000 **PUVGE** 4 NM HOMAN 403 **TOWAN** 028° Holding Pattern Λά Δ track XILIA 3500 331 RW33 GS 3.00° 2000 TCH 40 5 NM 11.3 NM TDZE 352 CATEGORY D IPV DA 602-1 250 (300-1) 33 LNAV/ DA 718-11/4 366 (400-11/4) VNAV 780-11/4 780-11/2 LNAV MDA 780-1 428 (500-1) 331° to 428 (500-11/4) 428 (500-11/2) RW33 MIRL Rwy 15-33 920-2 840-11/2 CIRCLING 840-1 488 (500-1) REIL Rwys 15 and 33 488 (500-11/2) 568 (600-2) RED BLUFF, CALIFORNIA RED BLUFF MUNI (RBL)

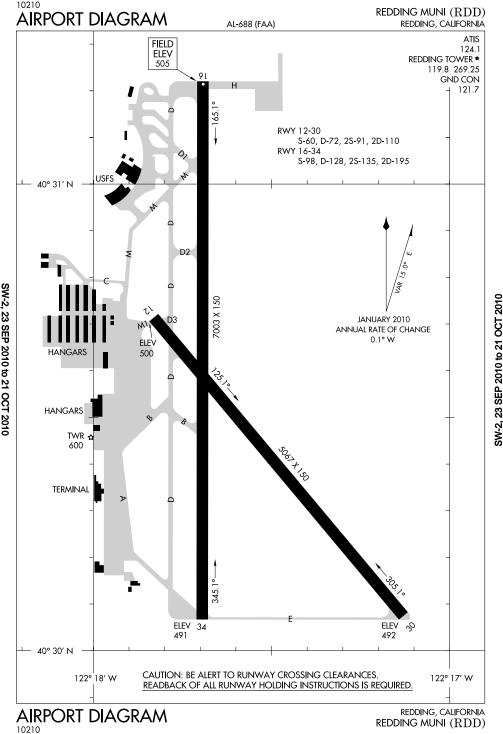
RNAV (GPS) RWY 33

SW-2, 23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



SW-2, 23 SEP 2010 to 21 OCT 2010



**CALIFORNIA** 

RWY 15: REIL, PAPI(P2L)-GA 3.0° TCH 40', Rgt tfc.

RED RILIEF MIINI (RBL) 2 S UTC-8(-7DT) N40°09.04' W122°15.14' 352 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE RBL

system 24 hours. Ultralight activity on and invof arpt. TPA-1852

(1500) turbo ops. 1352 (1000) others. Rwy 15 calm wind rwy.

WEATHER DATA SOURCES: ASOS 120.775 (530) 528-8030, HIWAS 115.7

RWY 33: REIL. VASI(V4L)-GA 3.0° TCH 40'. AIRPORT REMARKS: Attended 1500Z‡-dusk. Automated credit card fuel

N40°05.93'

MIRL

S-30, D-65, 2S-83

1281' AGL before turning. Rwy 15-33 thId Igts are NSTD, being 13' short of the rwy thId. ACTIVATE MIRL Rwy

(085)

S2

RWY 15-33: H2420X80 (ASPH)

AIRSPACE: CLASS E svc continuous. RADIO AIDS TO NAVIGATION: NOTAM FILE RBL.

(H) VORTACW 115.7 RBL

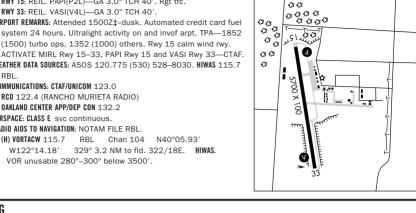
COMMUNICATIONS: CTAF/UNICOM 123.0 RCO 122.4 (RANCHO MURIETA RADIO) (R) OAKLAND CENTER APP/DEP CON 132.2

RWY 15-33: H5700X100 (ASPH)

Chan 104 W122°14.18' 329° 3.2 NM to fld. 322/18E. HIWAS. VOR unusable 280°-300° below 3500'.

1 W UTC-8(-7DT) N40°34.45′ W122°24.45′

MIRL



KLAMATH FALLS

KLAMATH FALLS

H-3B, L-2H

ΙΔΡ

REDDING BENTON FLD

154

TPA-1719(1000) NOTAM FILE RIU

RWY 33: PAPI(P2L)-GA 3.5° TCH 40'. Tree.

RWY 15: PAPI(P2L)-GA 3.5° TCH 40'. Trees. Rgt tfc. AIRPORT REMARKS: Attended 1400Z‡-dusk. High & low pressure & oxygen replacement bottles avbl in Redding. Large birds frequently on and invof arpt Oct-Apr. Steep bluff 100' from each rwy end. For noise abatement climb

S-60, D-72, 2S-91, 2D-110

15-33, PAPI Rwy 15 and Rwy 33-CTAF. Twy lighting rwy entrances only. COMMUNICATIONS: CTAF/UNICOM 122.8 REDDING MUNI 6 SE UTC-8(-7DT) N40°30.54' W122°17.60' (RDD) S4 505 R

FUEL 100LL, JET A

S-12.5

NOTAM FILE RDD RWY 16-34: H7003X150 (ASPH-GRVD) S-98, D-128, 2S-135, 2D-195 RWY 16: REIL. VASI(V4L)-GA 3.0° TCH 36'. Tree. RWY 34: MALSR. PAPI(P4L)-GA 3.0° TCH 55'.

call arpt manager 530-224-4321. For noise abatement avoid overflights of residential housing when possible. US Forest

TPA-Light acft 1505(1000) Large-Turbo Jet acft 2005(1500).

HIRL

KLAMATH FALLS FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-See Remarks Class I, ARFF Index B H-3B. L-2H IAP. AD Service on fld, expect heavy air tanker activity during fire season. 34

at fld. 490/18E.

RWY 12: Trees.

RWY 12-30: H5067X150 (ASPH)

MIRL

RWY 30: PAPI(P2L)-GA 3.0°. Tree.

AIRPORT REMARKS: Attended dawn-dusk. PPR For unscheduled air carrier ops with more than 30 passenger seats. 0530-1430Z‡

R OAKLAND CENTER APP/DEP CON 132.2

ACTIVATE HIRL Rwy 16-34, MIRL Rwy 12-30, VASI Rwy 16, MALSR Rwy 34 and twy Igts-CTAF.

WEATHER DATA SOURCES: ASOS (530) 221-7144. **UNICOM** 122.95 **COMMUNICATIONS: CTAF 119.8 ATIS** 124.1

RCO 122.1R 108.4T (RANCHO MURIETA RADIO)

TOWER 119.8 (1430-0530Z‡) **GND CON 121.7** AIRSPACE: CLASS D svc 1430-0530Zt other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RDD.

(T) VOR/DME 108.4 RDD Chan 21 N40°30.27′ W122°17.50′

**ILS/DME** 108.7 I-RDD Chan 24 Rwv 34. ILS unmonitored when twr clsd, LOC back course unusable

within 2 DME abv 2,000'.

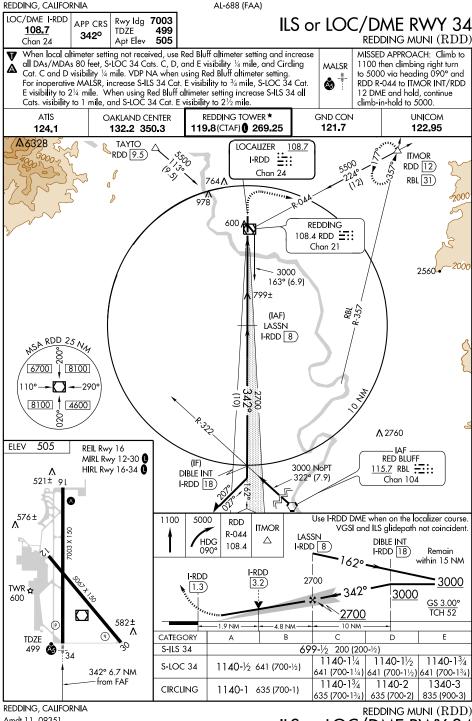
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

(HOMAN2.HOMAN) 04050 REDDING MUNI (RDD) HOMAN TWO DEPARTURE REDDING, CALIFORNIÁ SL-688 (FAA) ATIS 124.1 GND CON 121.7 REDDING TOWER ★ 119.8 (CTAF) 269.25 OAKLAND CÉNTER 132.2 350.3 REDDING 108.4 RDD =:: Chan 21 **HOMAN** N40°24.30 W122°07.74′ 4000 SW-2, 23 SEP 2010 to 21 OCT 2010 **RED BLUFF** 115.7 RBL :::: Chan 104 N40°05.93′-W122°14.18′ L-2. H-3 CHICO 109.8 CIC **Ξ:Ξ**: Chan 35 N39°47.39′-W121°50.83′ NOTE: This SID requires minimum climb L-2 of 350' per NM to 4000'. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 12, 16: Turn left within 1 NM, thence.... TAKE-OFF RUNWAYS 30,34: Turn right within 1 NM, thence.... ....Intercept the RDD R-111, direct HOMAN INT, cross HOMAN INT at or above 4000'; then via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure. CHICO TRANSITION (HOMAN2.CIC): From over HOMAN INT via CIC R-325 to CIC VOR/DME. RED BLUFF TRANSITION (HOMAN2.RBL): From over HOMAN INT via RBL R-357

# HOMAN TWO DEPARTURE

SW-2, 23 SEP 2010 to 21 OCT 2010

to RBL VORTAC.



Amdt 11 09351

SW-2, 23 SEP 2010 to 21 OCT 2010

ILS or LOC/DME RWY 34

(KENDL1.KENDL) 08157 REDDING MUNI (R.D.D.) KENDL ONE DEPARTURE REDDING, CALIFORNIA SL-688 (FAA) ATIS 124.1 GND CON 1217 REDDING TOWER★ 119.8 269.25 REDDING OAKLAND CENTER 108.4 RDD =:: 132.2 350.3 Chan 21 N40°30.27' W122°17.50′ KENDL N40°27.34′ W122°23.08 3000 FORTUNA 114.0 FOT **∷=** TOMAD Chan 87 N40°40.28′-W124°14.07′ N40°15.26′ L-2. H-3 W122°45.85' 7000 westbound L-2 RED BLUFF 115.7 RBL :::

NOTE: Chart not to scale.



SW-2, 23 SEP 2010 to 21 OCT 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 12 and 16: Cats. A and B: turn right heading 260° to intercept and proceed via the RDD R-217 to KENDL INT. Cross KENDL INT at or above 3000, thence via (transition) or (assigned route). Cats. C and D: not authorized.

TAKE-OFF RUNWAYS 30 and 34: Turn right to cross RDD VOR/DME and proceed via the RDD R-217 to KENDL INT. Cross KENDL INT at or above 3000 thence via (transition) or (assigned route).

FORTUNA TRANSITION (KENDL1.FOT): From over KENDL INT via RDD R-217 to TOMAD INT, thence via RBL R-273 and FOT R-091 to FOT VORTAC.

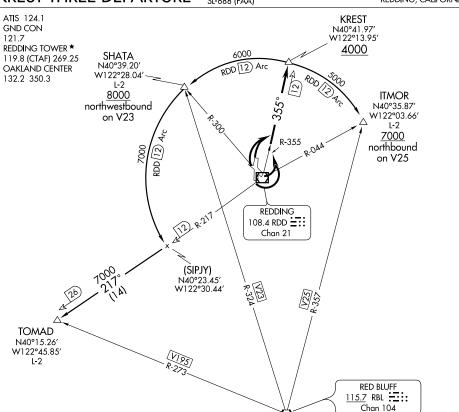
R-217 to TOMAD INT, thence via RBL R-273 and FOT R-091 to FOT VORTAC RED BLUFF TRANSITION (KENDL1.RBL): From over KENDL INT via RBL R-324 to RBL VORTAC.

TOMAD TRANSITION (KENDL1.TOMAD): From over KENDL INT via RDD R-217 to TOMAD INT.

# KENDL ONE DEPARTURE

(KENDL1.KENDL) 08157

Chan 104 N40°05.93′-W122°14.18′ L-2, H-3



NOTE: Rwys 12, 16 and 30 departures require minimum climb of 300' per NM to 4000'.

NOTE: Rwy 34 departure requires minimum climb of 320' per NM to 4000'. NOTE: DME required.

NOTE: Chart not to scale.

V

23 SEP 2010 to 21 OCT 2010

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 12 and 16: Turn left immediately after departure to intercept and proceed via the RDD R-355 to KREST DME Fix. Cross KREST DME Fix at or above 4000, thence via (transition) or (assigned route).

TAKE-OFF RUNWAYS 30 and 34: Turn right immediately after departure to intercept and proceed via RDD R-355 to KREST DME Fix. Cross KREST DME Fix at or above 4000, thence via (transition) or (assigned route).

ITMOR TRANSITION (KREST3.ITMOR): From over KREST DME Fix via RDD 12 DME Arc clockwise to ITMOR INT.

SHATA TRANSITION (KREST3.SHATA): From over KREST DME Fix via RDD 12 DME Arc counterclockwise to SHATA INT.

TOMAD TRANSITION (KREST3.TOMAD): From over KREST DME Fix via RDD 12 DME Arc counterclockwise to RDD R-217, thence via RDD R-217 to TOMAD INT.

# KREST THREE DEPARTURE

REDDING, CALIFORNIA Amdt 7A 29JUL10

582±

CATEGORY

CIRCLING

S-16

SW-2, 23 SEP 2010 to 21 OCT 2010

40°31′N - 122°18′W

Α

940-1 435 (500-1)

960-1 455 (500-1)

В

LOC/DME BC RWY 16

940-11/4

435 (500-11/4)

980-11/2

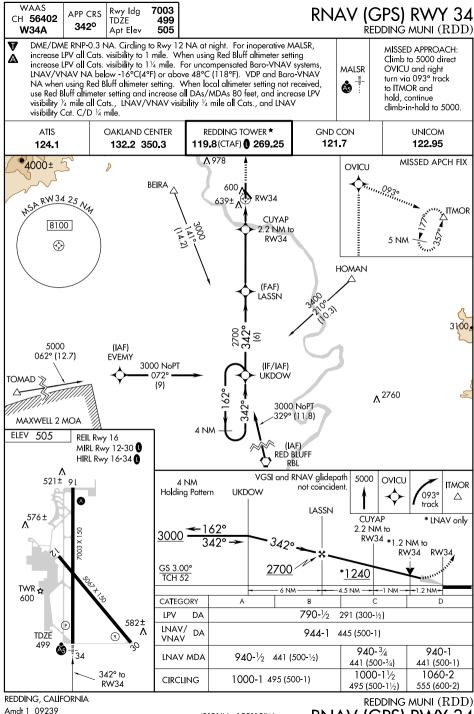
475 (500-11/2)

940-11/2

435 (500-11/2)

1060-2

555 (600-2)

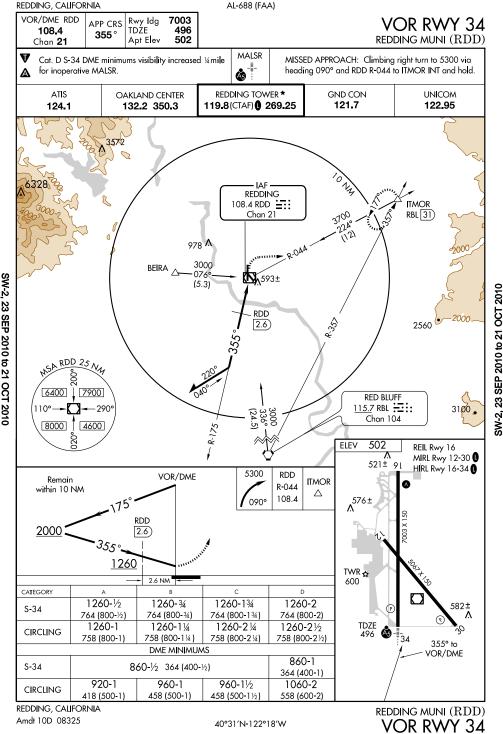


AL-688 (FAA)

23 SEP 2010 to 21 OCT 2010

REDDING, CALIFORNIA

RNAV (GPS) RWY 34



COPTER

IAP

LOS ANGELES

L-4H. 7C. A

## **CALIFORNIA**

NOTAM FILE RAL

2 NE UTC-8(-7DT) N34°05.12' W117°08.78'

MIRL 2.3% up E

### AIRPORT REMARKS: Attended 1600-0100Z‡, Self serve 100LL fuel avbl 24-7, ACTIVATE MIRL Rwv 08-26, REIL Rwv 08, REIL Rwv 26 and PAPI Rwy 08-CTAF. COMMUNICATIONS: CTAF/AUNICOM 123 05 SOCAL APP/DEP CON 127.25

RWY 08: REIL. PAPI(P2L)-GA 3.0° TCH 40', Fence.

(REI)

RWY 08-26: H4505X75 (ASPH) S-12.5

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

REDLANDS MUNI

B S4

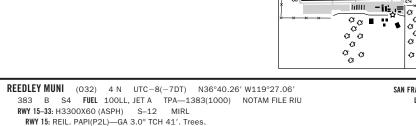
RWY 26: REIL. Trees. Rgt tfc.

1571

0 4505 X 75 HIIII ଫିଫ



FUEL 100LL OX 1,2 TPA-2500(929)



RWY 33: REIL. PAPI(P2R)-GA 4.0° TCH 49'. Tree. Rgt tfc. AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z‡. Self svc fuel 24 hrs computerized credit card. For fuel phone

COMMUNICATIONS: CTAF/UNICOM 122.7 RADIO AIDS TO NAVIGATION: NOTAM FILE RILL FRIANT (L) VORTACW 115.6 FRA Chan 103 N37°06.27' W119°35.73' 148° 26.9 NM to fld. 2380/17E. HIWAS.

WEATHER DATA SOURCES: AWOS-3 120.175 (559) 637-9453.

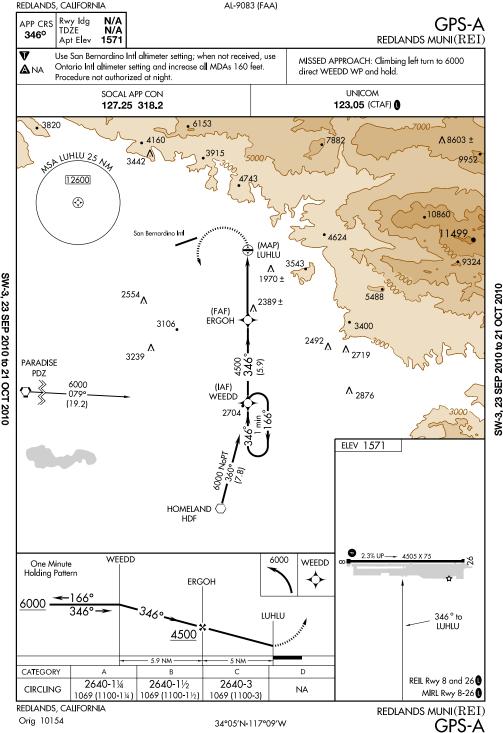
SAN FRANCISCO I-3C 9A number beside pumps; 7 days 1600-0100Z‡. Rwy 15-33 PAEW adjacent rwy 2300-0300Z‡ every Mon.

## REEVES FLD (See LEMOORE NAS)

ACTIVATE MIRL Rwv 15-33, REIL Rwvs 15 and 33, and PAPI Rwvs 15 and 33 and twv lgts-CTAF.

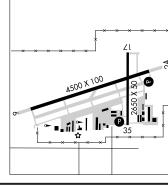
REID-HILLVIEW OF SANTA CLARA CO (See SAN JOSE)

REIGA N37°41.53′ W121°41.05′ NOTAM FILE LVK. SAN FRANCISCO NDB (MHW/LOM) 374 LV 255° 6.5 NM to Livermore Muni. L-2F. 3B



156 CALIFORNIA

### RIALTO MUNI (MIRO FLD) (L67) 3 NW UTC-8(-7DT) N34°07.73′ W117°24.09′ LOS ANGELES FUEL 100LL, JET A OX 4 TPA-See Remarks NOTAM FILE RAL COPTER RWY 06-24: H4500X100 (ASPH) D-60 MIRL 0.5% up SW L-4H. 7C. A RWY NG. REII RWY 24: REIL, PAPI(P2L)—GA 3.5° TCH 40', Rgt tfc. IAP RWY 17-35: H2650X50 (ASPH) S-12.5 MIRL 1.6% up N RWY 17: Trees. Rgt tfc. RWY 35: PAPI(P2L)-GA 3.5° TCH 40'. AIRPORT REMARKS: Attended 1600-0100Z‡. After departure, no turn below 2455' MSL. Helicopters maintain 2000' MSL until N of Base line road, for clsd pattern remain N of Base line road, Avoid overflying residential areas west of arpt for noise abatement. Avoid overflying schools .5 mile east of arpt on turn from



SAN FRANCISCO

324° 4.7 NM to fld. NOTAM FILE ONT.

downwind to base. TPA fixed wing 2455(1000), helicopters 1955(500). Rwy 06–24 has 500' area each end of rwy. Rwy

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10′ W117°31.80′ 012° 14.2 NM to fld. 1432/15E.

PETIS NDB (HW/LOM) 397 SB N34°03.39′ W117°21.97′

and Rwv 17-35, PAPI Rwv 24 and Rwv 35-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

(R) SOCAL APP/DEP CON 127.25

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE RAI

06-24 5' brush covering rwy lighting, ACTIVATE MIRL Rwy 06-24

**RIO LINDA** (L36) 1 S UTC-8(-7DT) N38°40.50′ W121°26.73′

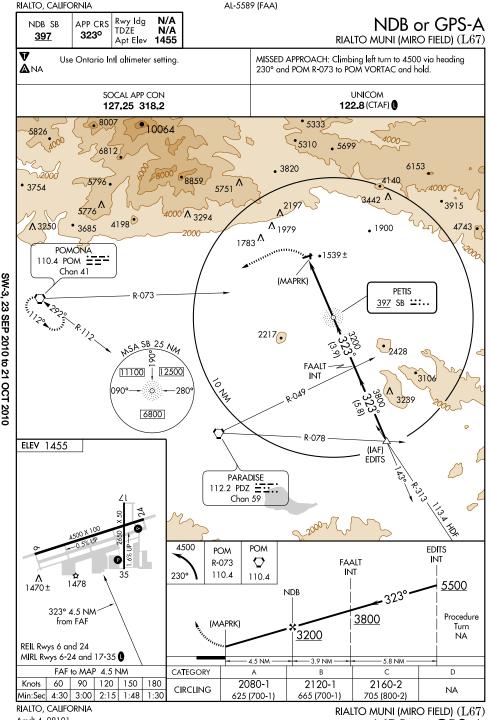
ACTIVATE LIRL Rwv 17-35 and TRCV Rwv 17 kev 122.9 7 times.

45 B S4 FUEL 100LL 0X 1, 3 TPA—845(800) NOTAM FILE RIU RWY 17-35: H2625X42 (ASPH) S-12 LIRL

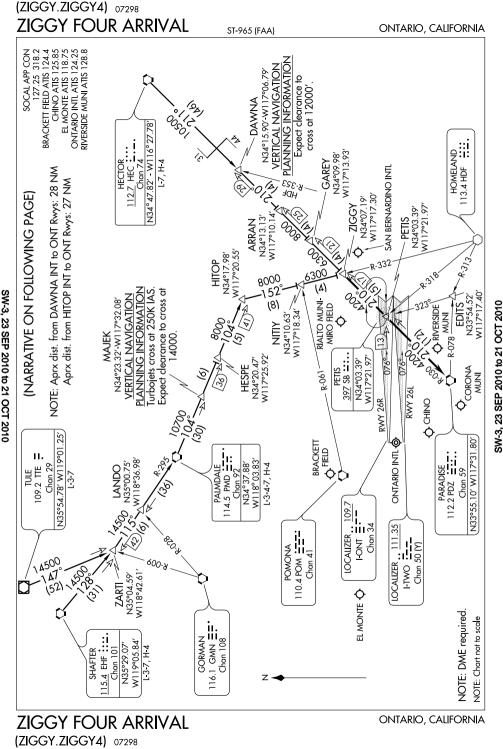
RWY 17-35: H2625X42 (ASPH) S-12 LIRL
RWY 17: TRCV(TRIL)—GA 3.5° TCH 7'. Trees. Rgt tfc. RWY 35: Trees.

AIRPORT REMARKS: Attended 1600-01002‡. Heavy jet tfc vicinity McClellan AFB. Tree lines east, west and north of arpt—unlighted. Touch and go landings not authorized. Ultralights not authorized. For noise abatement Rwy 17

right turn to heading 215° after tkf to avoid overflight of school. Rotating beacon and VASI ops dusk-0800Z‡.



Amdt 4 08101



ZIGGY FOUR ARRIVAL

## ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

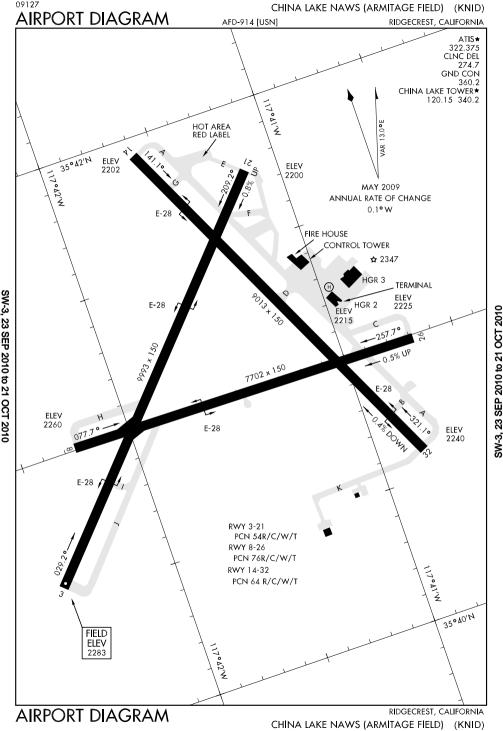
TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

## LANDING ONTARIO INTL:

- .... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- .... RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

## ALL OTHER AIRPORTS:

- . . . . From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.



CHINA LAKE NAWS (ARMITAGE FLD)

RWY 14-32: H9013X150 (PEM)

132°-192° bvd 35 NM

84

## CALIFORNIA

(NID)

PCN 64 R/C/W/T

N35°41.13' W117°41.52' 2283 B NOTAM FILE NID Not insp. RWY 03-21: H9993X150 (PEM) PCN 54 R/C/W/T MIRI RWY 21: OLS. 0.8% up.

NAS

3 NW UTC-8(-7DT)

INS ANGELES

H-41. L-7C

DIAP. AD

RWY 14: OLS. RWY 32: OLS. RWY 08-26: H7702X150 (PEM) MIRI PCN 76 R/C/W/T 0.5% un SW Rwy 08: PAPI(P4L)—GA 3.0° TCH 50'. RWY 26: OLS. PAPI(P4L)—GA 3.0° TCH 50'. ARRESTING GEAR/SYSTEM RWY 03 HOOK E28 (B) (2669') HOOK E28 (B) (3384') RWY 21 RWY 14 HOOK E28 (B) (1501')

HOOK E28 (B) (1201') RWY 32 RWY 08 HOOK E28 (B) (2713') MILITARY SERVICE: LGT All rwys marked 150' wide, Igtd 200' wide. A-GEAR E-28 (B) Rwy 08-26 normal derigged 15 minutes notice rar to rig. JASU 3(GTC-85) 5(NC-10A1) 1(NC-10B) 1(NC-10C), (AM32A-108), 4 (A/M47A-4), 4 (MSU-200). FUEL J8 Avbl Mon-Thu 1400-0700Z±. alternate Thu-Fri 1400-0400Z±. Sun 2200-0500Z±. Clsd Sun preceeding a Mon hol and alternate Fri. FLUID-SP PRESAIR LHOX LOX Avbl Mon-Fri 1400-23007±. clsd alternate Fri-Sat-Sun-hol, OXRB. OIL 0-133-156. TRAN ALERT Expect syc delay. Ltd tran syc aybl Mon-Fri 1530-0030Z±.

HIRI

MILITARY REMARKS: Opr Mon-Fri 1430-0630Z‡ CLOSED alternate Fri and first working/non-holiday Mon of month. Sat-Sun opr by PPR/local use only. See FLIP AP/1, Flt Haz R2508 and China Lake NAWS Supplementary Arpt Remarks, RSTD PPR DSN 437-5475, All PPR issued weekdays only 1430-0630Z±, PPR civil acft official business. Arpt subject to no notice closure. CAUTION Bird hazard near golf course, within Class D Airspace Oct-Apr. TFC PAT Reduced rwy separation standards in effect USN/USMC acft. NS ABTMT Dep avoid overflight China

Lake and city of Ridgecrest 2 NM SSE. CSTMS/AG/IMG Customs not avbl. Acft entering from foreign countries must clear Customs prior arrival. MISC Tran acft to/from China Lake NID must ctc R2508 Complex Control Board for schedule/brief prior to obtaining a PPR. Ltd passenger syc avbl. Portions of apch end Rwy 26 and adjacent twy not visible from twr. COMMUNICATIONS: ATIS 322.375

(R) JOSHUA APP/DEP CON 133.65 348.7 TOWER 120.15 340.2 (Mon-Fri 1430-0630Z±, clsd alternate Fri and first working/non-holiday Mon of month. Sat-Sun opr by PPR/local use only.)

GND CON 360.2 CLNC DEL 274.7 PMSV METRO 343.15 (Mon-Fri 1300-0700Z‡, clsd alternate Fri.) VFR ADVISORY SVC 133.65 126.55 127.5 291.6 348.7 (Provided to all pilots opr within adjacent R2508. Ctc

357°-037° bvd 25 NM

Joshua APP CON.) AIRSPACE: CLASS D syc Mon-Fri 1430-0630Z±, except alternate Fri and first working/non-holiday Mon of month.

Sat-Sun opr by PPR/local use only. RADIO AIDS TO NAVIGATION: NOTAM FILE NID (L) TACAN Chan 53 NID (111.6) N35°41.28′ W117°41.43′ at fld. 2272/14E. Unmonitored when twr clsd.

Opr 1430-0630Z‡. TACAN azimuth and DME unusable: 192°-322° bvd 27 NM 072°-112° bvd 30 NM

RIDGECREST, CALIFORNIA

35°41′N-117°41′W

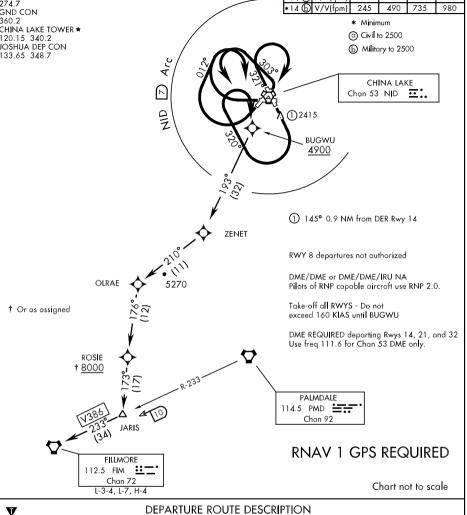
CHINA LAKE NAWS (ARMITAGE FIELD) (KNID)

SW-3, 23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

SW-3, 23 SEP 2010 to 21 OCT 2010

RIDGECREST, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climbing left turn to 3500 via heading 303°, then continue climbing left turn direct BUGWU, Cross BUGWU at or above 4900. Thence...

TAKE-OFF RWY 14: Climbing right turn to 4800 via heading 320°, then continue climbing right turn direct BUGWU. Cross BUGWU at or above 4900. Remain within 7 DME of NID TACAN until direct BUGWU. Thence...

TAKE-OFF RWY 21: Climbing right turn to 3900 via heading 012°, then continue climbing right turn direct BUGWU. Cross BUGWU at or above 4900. Remain within 7 DME of NID TACAN until direct BUGWU. Thence...

(Continued on next page)

23 SEP 2010 to 21 OCT 2010

SW-3, 23 SEP 2010 to 21 OCT 2010

(ROSIE1.ROŠIE)

SL-914 [USN]

V

## DEPARTURE ROUTE DESCRIPTION (Continued)

TAKE-OFF RWY 26: Climbing right turn to 3500 via heading 012°, then continue climbing right turn direct BUGWU. Cross BUGWU at or above 4900. Thence... TAKE-OFF RWY 32: Climb via heading 321° to 2900 or NID TACAN 4 DME, then climbing right turn direct BUGWU. Cross BUGWU at or above 4900. Remain within 7 DME of NID TACAN until direct BUGWU. Thence...

...from over BUGWU proceed via track 193° to ZENET, then via track 210° to OLRAE, then via track 176° to ROSIE climbing to 8000 or as assigned.

23 SEP 2010 to 21 OCT 2010

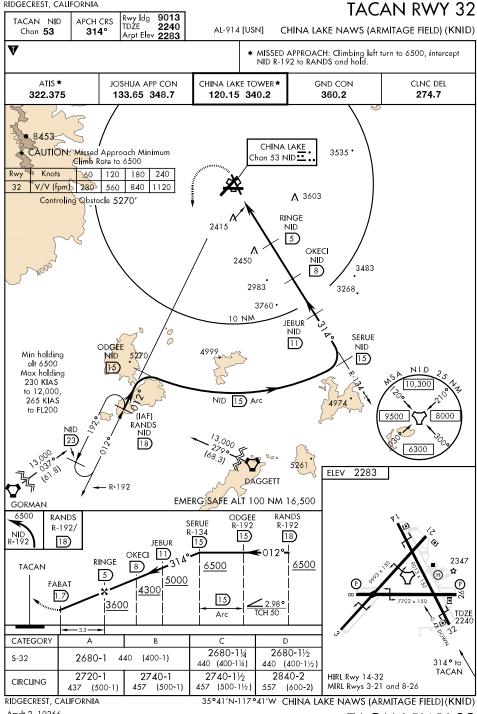
SALTD FOUR DEPARTURE (SALTD4.SALTD) RIDGECREST, CALIFORNIA Rwy Knots 120 240 300 360 SH-914 [USN] ATIS \*322.375 2025 †21 @ V/V(fpm) 1350 2700 3375 4050 CLNC DEL 274.7 † ATC Climb Rate **GND CON** 360.2 (a) to 15,000 CHINA LAKE TOWER ★ 120.15 340.2 JOSHUA DEP CON 133.65 348.7 CHINA LAKE Chan 53 NID ≖:. NOT FOR CIVIL USE H-3 **FAMAK** 3603 5000 2563 R.283 SALTD 15,000 • 5428 185) (28) **HECTOR** 112.7 HEC :\*\* 8000 Chan 74 L-7, H-4 6300 GORMAN 116.1 GMN == Chan 108 L-3-4, L-7, H-4

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 21: Climb via NID R-212 to SALTD. From SALTD, proceed via assigned transition or expect radar vectors to join assigned route. Cross FAMAK at or above 5000. Cross SALTD at or above 15,000.

GORMAN TRANSITION (SALTD4.GMN): Via GMN R-032 to GMN.

HECTOR TRANSITION (SALTD4.HEC): Via HEC R-283 to HEC.



Amdt 2 10266

SW-3, 23 SEP 2010 to 21 OCT 2010

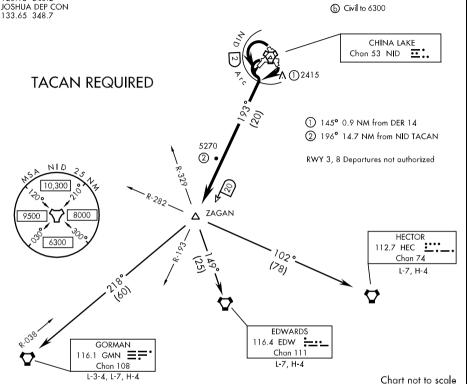
23 SEP 2010 to 21 OCT 2010

ZAGAN ONE DEPARTURE

(ZAGAN1.ZAGAN) SL-914 [USN] RIDGECREST, CALIFORNIA ATIS ★ 322.375 CLNC DEL Rwv Knots 120 180 240 300 V/V(fpm) \*AII@ 270 810 1080 1350 1620 540 •AII (G V/V(fpm) 290 870 1160 1450

274.7 GND CON 360.2 CHINA LAKE TOWER ★ 120.15 340.2

\* Minimum (a) Military to 6300



### V DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climbing right turn as soon as practical to intercept NID TACAN R-193. Remain within 2 DME of NID until established on R-193. Thence...

TAKE-OFF RWY 21, 26, 32: Climbing left turn as soon as practical to intercept NID TACAN R-193. Remain within 2 DME of NID until established on R-193. Thence...

...Climb on R-193 to ZAGAN (NID R-193/20 DME). Cross ZAGAN as assigned. From over ZAGAN proceed via assigned transition or route.

EDWARDS TRANSITION (ZAGAN1.EDW): From over ZAGAN via EDW VORTAC R-329

to EDW. Expect radar vectors to assigned route. GORMAN TRANSITION (ZAGAN1.GMN): From over ZAGAN climb to 9000 or as

assigned via heading 218° and expect radar vectors to join GMN VORTAC R-038 to GMN. HECTOR TRANSITION (ZAGAN1.HEC): From over ZAGAN via heading 102° and expect

radar vectors to join HEC VORTAC R-282 to HEC.

SAN FRANCISCO

L-2F, 3A, A

## CALIFORNIA

RIO VISTA MUNI (088) 3 NW UTC-8(-7DT) N38°11.60′ W121°42.22′

FUEL 100LL TPA-1020(1000) NOTAM FILE RIU

N38°26 62' HIWAS.

S-30 MIRI

RWY 14-32: H2200X60 (ASPH) S-12.5 MIRI

RWY 14: PAPI(P2L)—GA 4.0°. Pole. RWY 32: PAPI(P2L)-GA 4.0° TCH 15'. Pole. Rgt tfc.

AIRPORT REMARKS: Unattended, Fast pay fuel system avbl 24 hours. Rwy 25 calm wind rwy. Noise sensitive area N of Rwy 32. Do not overfly ranch and corrals off Rwy 32. All runways climb to 700'

14 PAPI OTS indef. ACTIVATE MIRL Rwv 07-25 and Rwv 14-32. PAPI Rwy 07 and Rwy 25 and Rwy 14 and Rwy 32-CTAF. COMMUNICATIONS: CTAF/UNICOM 122 725

20

RWY 07-25: H4200X75 (ASPH)

W121°33.10′

RWY 07: PAPI(P2L)-GA 4.0°.

RWY 25: PAPI(P2L)-GA 4.0°. Rgt tfc.

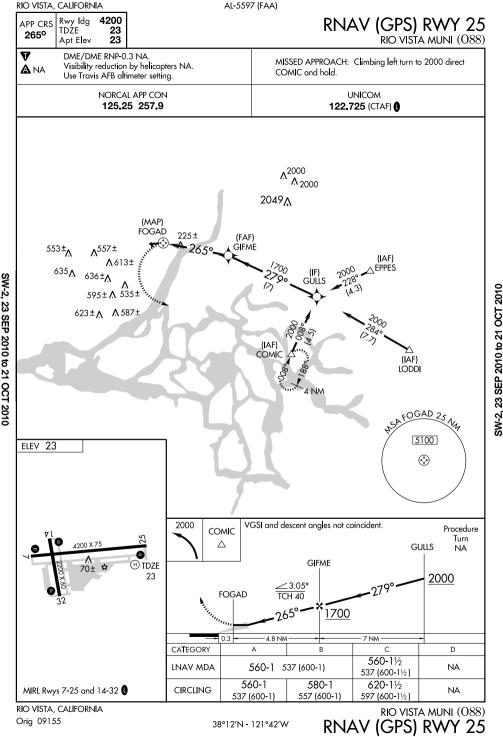
(R) NORCAL APP/DEP CON 125.25 RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

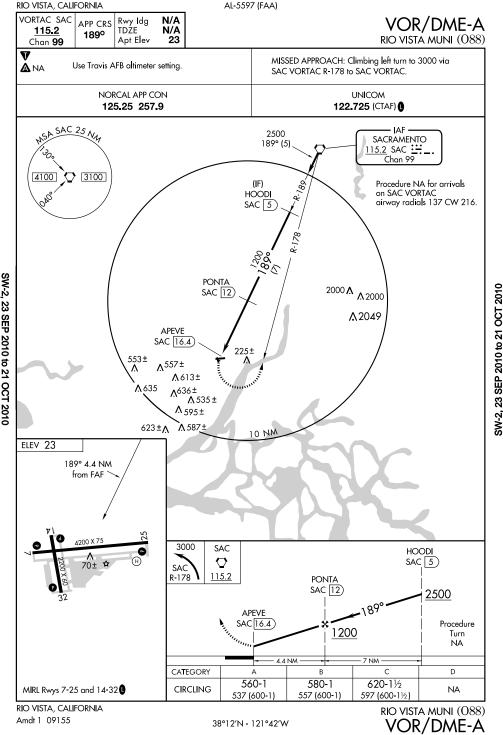
SACRAMENTO (H) VORTACW 115.2 SAC Chan 99 189° 16.6 NM to fld. 10/17E.

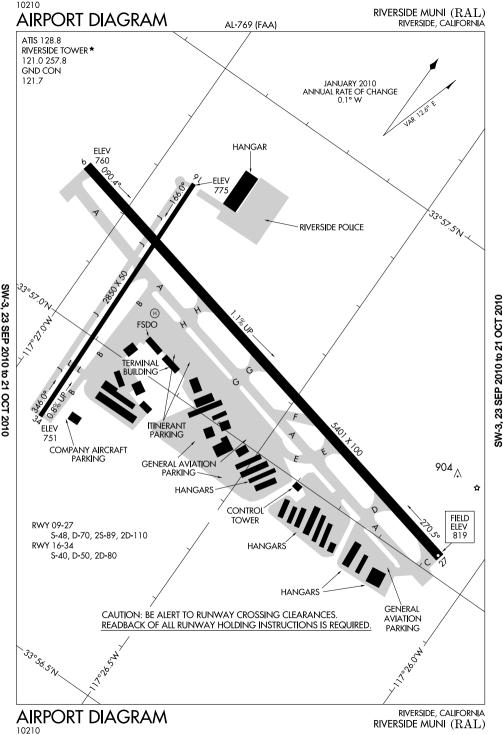
may use apropriate a W of Rwy 14-32. Helicopter tfc to W apropriemain W of arpt 500'

IAP Helipad H1: 180 X 180 before turns, Rwy 07 PAPI OTS indef, Rwy 25 PAPI OTS indef, Rwy 4200 X 75 Residential Area

HELIPAD H1: H180X180 (CONC) PERIMETER LGTS **HELIPORT REMARKS:** No autorotations, hovering auto's or running landings to pavement. Helicopter tfc to helipad remain S of arpt 500'. When wind favors Rwy 14-32 helicopters







LOS ANGELES

H-41, L-4H, A

COPTER

IAP. AD

椞

### **CALIFORNIA**



RWY 16-34: H2850X50 (ASPH) S-40, D-50, 2D-80

RWY 09: MALSR, PAPI(P4L)-3.0° TCH 41'.

RWY 34: PAPI(P2L)-GA 3.0° TCH 36'. Tree.

819 B S4

MIRL 0.8% up N

RWY 16: Pole. Rgt tfc.

continuously.

IINICOM 122 95

RIVERSIDE MUNI (RAL) 4 SW UTC-8(-7DT) N33°57.11' W117°26.71' TPA—See Remarks

MIRL

perimeter lgts-121.0, PAPI Rwy 09, Rwy 27, and Rwy 34 opr WEATHER DATA SOURCES: ASOS (951) 352-4392. LAWRS. COMMUNICATIONS: CTAF 121.0 ATIS 128.8 (951) 688-7257

visible from twr. REIL Rwv 27 OTS indef. ACTIVATE MIRL Rwv

09-27 and Rwy 16-34, MALSR Rwy 09, Twy Igts and helipad

AIRPORT REMARKS: Attended 1500-0200Z±. For fuel after hrs call

951-321-0091, Numerous power lines 1780'-2887' N of Rwy 16

FUEL 100LL, JET A OX 1, 2, 3, 4

RWY 09-27: H5401X100 (ASPH) S-48, D-70, 2S-89, 2D-110

thid at or blo 80' AGL. Rwy 09 drain 8' deep at 100' from rwy end. Rwy 27 -20' ditch 50' from rwy end. Rwy 16-34 limited by arpt

operator to 12,500 pounds single wheel gear. Power plant 3000'

N of Rwy 16 thld producing thermal plume, avoidance advised.

Noise abatement procedures in effect ctc arpt manager 951-351-6113, TPA-1819(1000) light acft, 2319(1500) iet and

all other acft. Acft departing Rwy 09 and Rwy 27 not visible to acft at other end of rwy. S 1400' of Rwy 34 and Twy J and Twy B not

P 334 €3

NOTAM FILE RAI

1.1% up E

Helipad H1: 60 X 60

Rwy 16-34: 2850 X 50

RWY 27: REIL, PAPI(P4L)-3.0° TCH 40', Ground.

RIVERSIDE RCO 122.2 122.05 (RIVERSIDE RADIO)

(R) SOCAL APP/DEP CON 135.4

TOWER 121.0 (1500-0400Z‡) **GND CON 121.7** 

AIRSPACE: CLASS D svc 1500-0400Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10′ W117°31.80′ 050° 4.7 NM to fld. 1432/15E.

RAL N33°57.31' W117°26.99' (T) VOR 112.4 at fld. ILS 110.9 I-RAL Rwv 09. Class IB. ILS unmonitored when twr clsd. LOC unusable byd 10° left of

COLLISE COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at FSS.

HELIPAD H1: H60X60 (ASPH) HELIPAD REMARKS: ACTIVATE perimeter lgts Helipad H1-121.0.

RWY 24: Trees.

## RIVERSIDE (RUBIDOUX)

FUEL 80. 100LL

RWY 06-24: H3200X50 (ASPH)

RWY 06: Trees.

ROGERS FLD

ROHNERVILLE

### FLABOB 3 NW UTC-8(-7DT) N33°59.33′ W117°24.60′

TPA—See Remarks

NOTAM FILE RAL Not insp. MIRL (NSTD)

AIRPORT REMARKS: Attended Mon-Fri 1630-0030Z‡. Mountain 1340' MSL ¾ mile SE of arpt, +20' cross on top.

TPA—1464(700). Night TPA—1764(1000) around the mountain. Avoid over flight of trailer park 1000' east of

LOS ANGELES COPTER

L-4H. A

ACTIVATE MIRL Rwy 06-24-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

S-4

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

Chan 59 N33°55.10′ W117°31.80′

wind rwy, Helicopter flt training prohibited, Rwy 06-24 NSTD MIRL, one red/green lgt each side of thld.

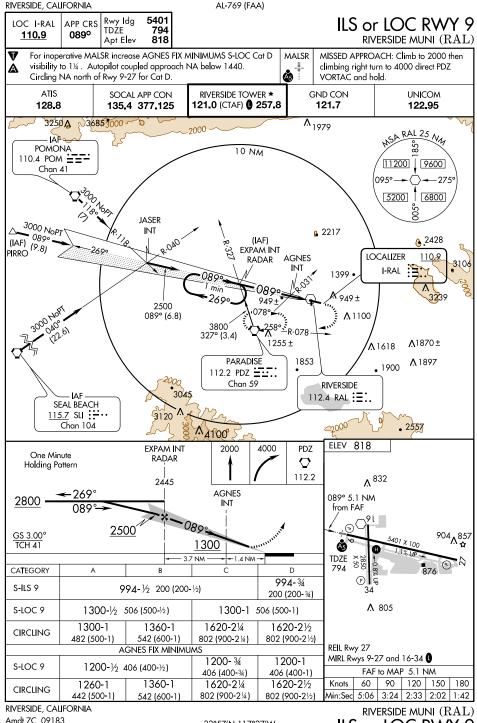
Rwy 06-24 on tkf. Dep to the S ctc Riverside Twr. Rwy 24 after tkf turn 10°; stay N of riverbed. Rwy 24 calm

PARADISE (H) VORTAC 112.2 PDZ

(See CHESTER)

(See FORTUNA)

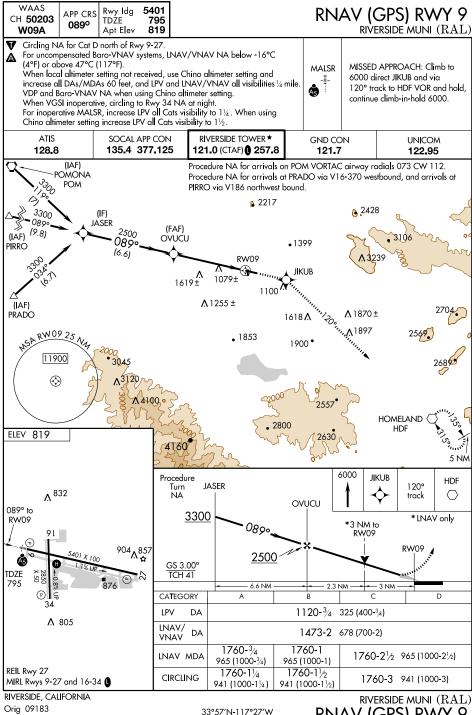
040° 7.3 NM to fld. 1432/15E.



Amdt 7C 09183

SW-3, 23 SEP 2010 to 21 OCT 2010

ILS or LOC RW

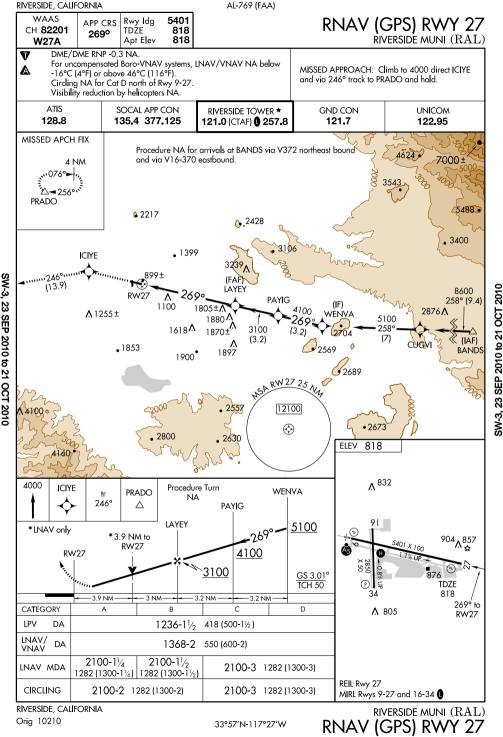


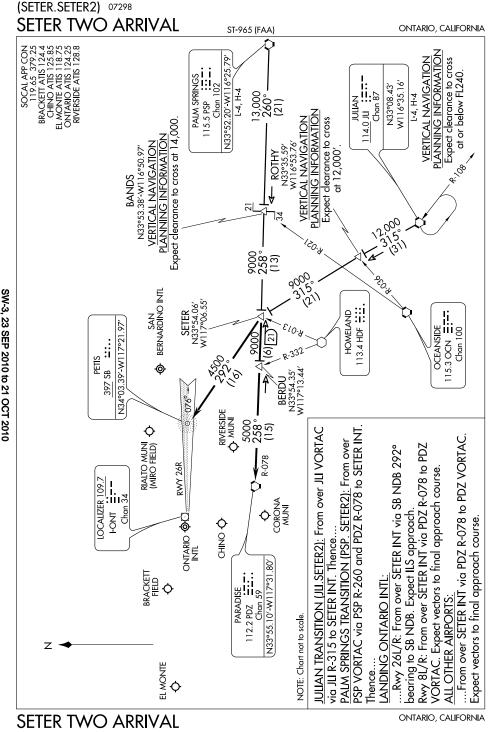
AL-769 (FAA)

RNAV (GPS) RWY 9

SW-3, 23 SEP 2010 to 21 OCT 2010

RIVERSIDE, CALIFORNIA



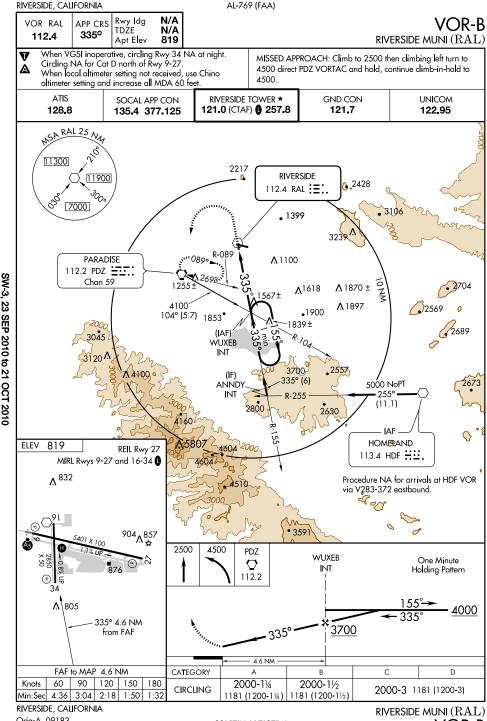


AL-769 (FAA)

Orig 09183

SW-3, 23 SEP 2010 to 21 OCT 2010

RIVERSIDE, CALIFORNIA

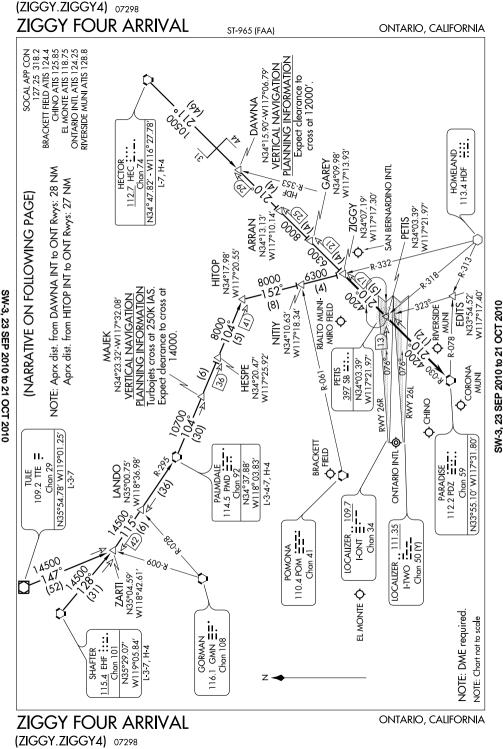


Orig-A 09183

SW-3,

VOR-B

VOR RWY 9



ZIGGY FOUR ARRIVAL

# ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

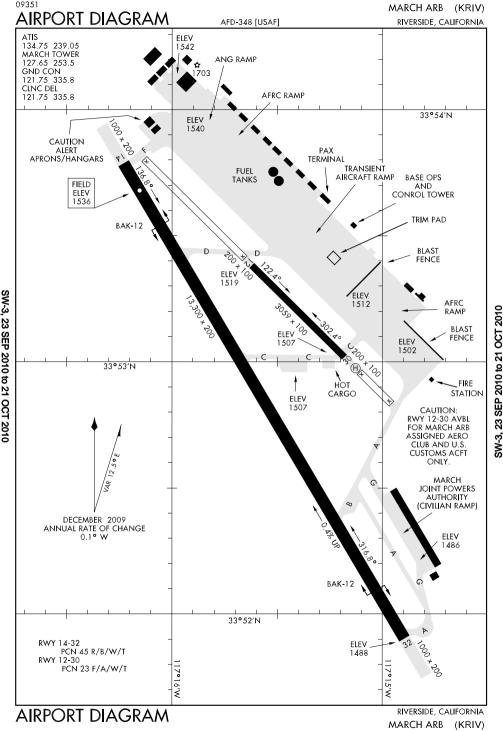
TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

# LANDING ONTARIO INTL:

- .... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- .... RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

### ALL OTHER AIRPORTS:

- .... From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.



# **CALIFORNIA** 158

6 SE

NOTAM FILE RIV

PCN 45 R/B/W/T

PCN 23 F/A/W/T

FUEL J8.

UTC-8(-7DT)

Not insp.

CL

RWY 32: ALSF1, TDZL, PAPI(P4L)-GA 3.0° TCH 73'.

HIRL

(VCOA). Transportation extremely ltd, prior coordination rgr, ctc DSN 447-2944 weekdays. Twy A parallel to civilian ramp, and Twy A from Twy B to Rwy 12-30 are 50' wide, Parking rows Mary 9 and Mary 10 are permanently clsd to all acft, medium to large frame acft are not allowed to taxi on Lima parking row without a follow me escort. Category II opr is authorized for civil use only. Civilian pilots are reminded to check Mil NOTAM

(RIV)(KRIV) CIV/MIL

## RIVERSIDE MARCH ARB 1536

TPA—See Remarks RWY 14-32: H13300X200 (CONC) RWY 14: PAPI(P4L)-GA 2.5° TCH 56'.

RWY 12-30: H3059X100 (ASPH)

ARRESTING GFAR/SYSTEM RWY 14 HOOK BAK-12B(B) (1500') MILITARY SERVICE:

JASU (MC-2A) (A/M32-86) (AM32-95).

weekend, 0-148. TRAN ALERT Opr Mon-Sat 1500-0400Z‡, Sun 1500-0300Z‡. AIRPORT REMARKS: Attended 1500-0700Z±, clsd holidays, Ops 0700-1500Z± and on holidays rstd to KRIV based

alert mission exc rgr 452 OG/CC approval. Extensive glider, skydiving, balloonist and ultralight activity at Perris Arpt, 7 NM south of March. Heavy glider activity from Hemet-Ryan Arpt, 15 NM southeast of March. Activity is

1-877-451-8367 ext 1.

TOWER 127.65 253.5

COMD POST 311.0 349.4

heavy on weekends. Rwy 12-30 avbl for March ARB assigned Aero Club. CSTMS acft, and tran copter only, no

exc. 24 hr prior notice/PPR for all tran acft, DSN 447-4404/2422, C951-655-4404. Tran acft no practice apch

0600-1400Z‡. Daily 0000-1100Z‡, no helicopter overflight or tfc pattern west of Rwy 01L-19R (over base housing) below 800' AGL. All inbound passengers/cargo acft must ctc Command Post 24 hr prior to arrival with

type cargo and number of passengers. All acft will advise ATC prior to executing a Visibility Climp Over Arpt

(R) SOCAL APP/DEP 134.0 278.3

HOMELAND (L) VOR 113.4

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL. PARADISE (H) VORTAC 112.2

(L) TACAN Chan 77

TACAN unusable:

035°-055° bvd 30 NM blo 17.500' 210°-220° byd 30 NM blo 10,000′ 250°-275° byd 20 NM blo 8,000' ILS 110.1 I–RIV Rwy 32. Class II. RADAR or DMF rgr II S/RADAR-RADAR DASR No NOTAM MP Mon 1500-17007† (3000/5+1)

DSN 228-6598, C520-228-6598.

HOMELAND RCO 122.1R 113.4T (RIVERSIDE RADIO)

Thu 1500-1700Z‡ (1500 3+1).

PDZ

GND CON 121.75 335.8

No NOTAM MP schedule: LOC/GS Tue 1500-1700Z‡ (1500/3+1).

Chan 59

RIV (113.0) N33°54.40′ W117°16.45′

HDF N33°46.58′ W117°11.12′

N33°55.10′ W117°31.80′ 315° 7.3 NM to fld.

PMSV METRO 239.8. Wx Station opr 24 hrs. During evacuation of WT, ctc 25 OWS at AIRSPACE: CLASS C svc 1500-0700Z±, clsd holidays, other times CLASS D.

CLNC DEL 121.75 335.8

COMMUNICATIONS: ATIS 134.75 239.05 PTD 372.2 (Reception extremely limited due to high surrounding terrain.) R APP/DEP CON 119.25 133.5 284.0 324.1 1500-0700Z‡, clsd holidays, other times ctc

N33°52.92' W117°15.54'

FLUID SP LHOX LOX LHNIT. OIL SOAP avbl only on reserve

authorized. Wheel crossing height data: GP1 (50.86). CAUTION Twy C-two small open trenches within construction area 2' wide, 250' long both sides of new construction shoulders. East portion of Twy C and hazard cargo pad on Twy C can be entered and exited from Rwy 30. MISC Automated/Augmented AWOS in use.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Info. RSTD Twy C clsd beginning 100' from edge of intersection Rwy 32, clsd 250' in length. Inbound acft with passengers or distinguished visitor ctc Command Post no later than 60 min prior to ETA and again within 20 NM of Base. Helicopter ldg pad clsd. Tran acft with ordnance not

084° 13.7 NM to fld.

305°-330° bvd 30 NM blo 13.000'

330°-350° byd 15 NM blo 17,000'

350°-035° byd 30 NM blo 14,000'

141° 1.7 NM to fld. 1540/14E. No NOTAM MP

information ctc the 25th OWS at Davis Monthan AFB, AZ DSN 228-6698, C520-228-6698, toll free

with AFSS or https://www.pilotweb.nas.faa.gov/distribution/atcscc.html, NSTD rwv marking-assault strip mark (3500x90) painted on Rwy 32 (base assigned C-17 only). TPA-rectangular 3000 (1464), overhead 3500 (1964). CSTMS, AG avbl thru Airfield Management OPS, 24 hr prior coordination rqr with initial ctc before dep to March DSN 447-4404. RSRS authorized for Det 144 F/W F16 acft only. Wx station opr 24 hrs. For additional

1432/15E.

LOS ANGELES COPTER

H-41, L-4H, A

HOOK BAK-12B(B) (1500') RWY 32

DIAP. AD

Min:Sec

2:57 2:32 2:13 1:46

CIRCLING\*\*\*

(800-2)

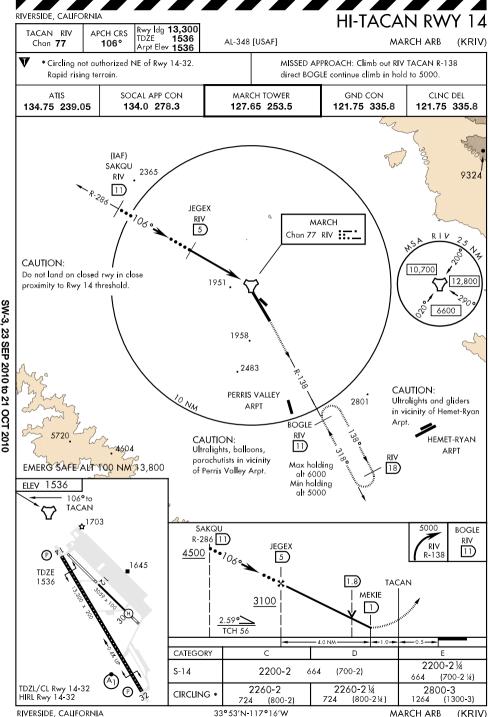
33°53′N-117°16′W

SW-3,

1264 MARCH ARB

(KRIV)

23 SEP 2010 to 21 OCT 2010



Amdt 5 09351

SW-3,

23 SEP 2010 to 21 OCT 2010

SW-3, 23 SEP 2010 to 21 OCT 2010

JAL-348 [USAF]

MISSED APPROACH: Climb on RIV TACAN R-138

ALSE-1 \* When ALS inop, increase CAT C vis to 11/2 miles, to 5000. At .6 DME South of RIV, turn left to intercept  $\tilde{A}_1$ CAT D vis to 13/4 miles, and CAT E vis to 2 miles. RIV R-138 direct BOGLE continue climb in hold to 5000. ATIS SOCAL APP CON MARCH TOWER GND CON CLNC DEL 134.75 239.05 134.0 278.3 127.65 253.5 121.75 335.8 121.75 335.8 \*\* Circling not authorized NE of Rwy 14-32. Rapid rising terrain. N.500 PARADISE 248 068 112.2 PDZ =---MARCH Chan 59 Chan 77 RIV (c) 10,700 1951 12,800 1874 OSTOR Min holding RIV 1958 alt 5000 6600 2483 9 Max holding 2686 2811 alt 6000 2683 1640 HEMET-RYAN Ultralights and PERRIS . BOGL RIV ARPT gliders in vicinity VALLEY 18 of Hemet-Ryan ARPT 2811 RIV 3103 CAUTION: HUGDI Ultralights, balloons, RIV parachutists in vicinity of Perris Valley Arpt. 28 <sup>20</sup> MM 6082 Max holding OCEANSIDE aft FL240 115.3 OCN **=** ₹ Max holding EMERG SAFE ALT 100 NM Chan 100 6672 265 KIAS 13,800 FROM "RIV" TACAN 5699 (IAF) **ELEV** 1536 TDZL/CL Rwy 32 ANOTE HIRL Rwy 14-32 RIV R-138 **☆**1703 45) 5000 ANOTE BOGLE 45) HUGDI RIV 0.6 1645 RIV 28 R-138  $\Box$ S of RIV **ZALUR** OSTOR FL240 9 12,000 TACAN 6000 CULAX 3600 3.3 3.11 TCH 73 CATEGORY TDZE 2040-11/2 2040/50 2040/60 S-32 \* 1497 543 (600-1) 543 (600-11/4) 543 (600-11/2) 318° to 2260-21/4 2260-2 2800-3

RIVERSIDE, CALIFORNIA

Amdt 9 10014

TACAN

724 33°53′N-117°16′W

CIRCLING \*\*

1264 MARCH ARB (KRIV) SW-3,

23 SEP 2010 to 21 OCT 2010

(HITOP.HITOP1) 08269

HITOP ONE ARRIVAL

ST-348 (FAA)

MARCH ARB
RIVERSIDE. CALIFORNIA

ST-348 (FAA) RIVERSIDE, CALIFORNIA ATIS \* 239.05 DAGGETT 113.2 DAG ..... Chan 79 **PALMDALE** 114.5 PMD = ... Chan 92 N34°37.88′-W118°03.83′ L-3-4-7, H-4 136) HITOP N34°17.98′ W117°20.55' **HESPE** N34°20.47' W117°25.92' L-4-7 (RIRBY) N34°10.27' W117°19.21 MARCH Chan 77 RIV : (113.0)**HOMELAND** N33°54.40' W117°16.45 113.4 HDF ∺ ... **RIVAR** N33°46.44' W117°11.38′

NOTE: TACAN equipped aircraft only.

NOTE: Chart not to scale.

SW-3, 23 SEP 2010 to 21 OCT 2010

HESPE TRANSITION (HESPE.HITOP1): From over HESPE INT via PMD R-104 to HITOP INT. Thence . . . .

PALMDALE TRANSITION (PMD.HITOP1): From over PMD VORTAC via PMD R-104

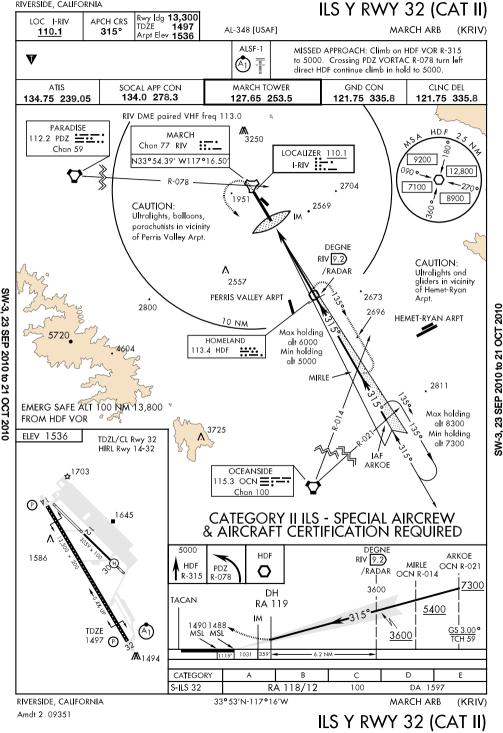
to HITOP INT. Thence . . . . . . . . . From over HITOP INT via RIV R-338 to RIV TACAN. Thence via RIV R-138 to

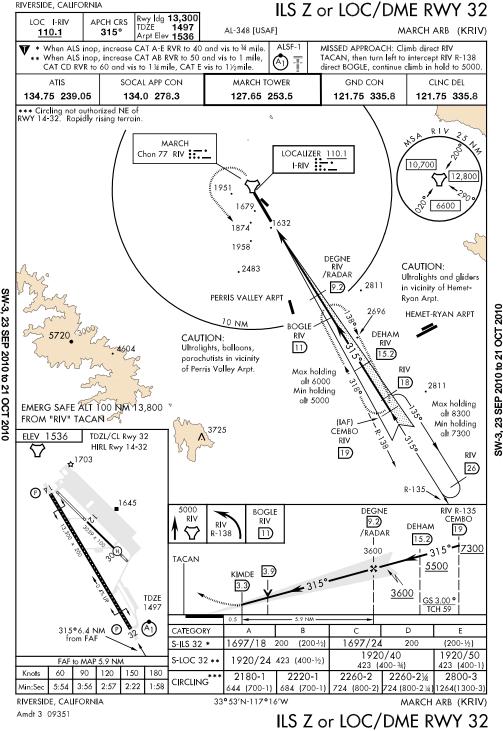
RIVAR DME. Expect radar vectors to final approach course.

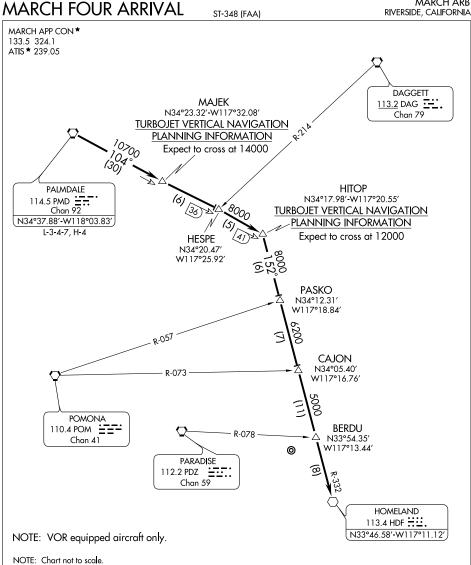
# HITOP ONE ARRIVAL

Amdt 3 09351

SW-3, 23 SEP 2010 to 21 OCT 2010







From over PMD VORTAC via PMD R-104 to HITOP INT. Thence via HDF R-332 to HDF VOR. Expect VOR approach or vector to intercept ILS Rwy 32.

SW-3,

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SEP 2010 to 21 OCT 2010

SKYES-ONE DEPARTURE (SKYES 1 • SKYES) SHL-348 [USAF] RIVERSIDE, CALIFORNIA Knots 60 120 180 240 300 360 ATIS 134.75 239.05 \* 32 V/V(fpm) 250 500 750 1000 1250 1500 GND CON/CLNC DEL \*\*32 V/V(fpm) 310 620 920 1230 1530 1840 121.75 335.8 TOWER 670 1010 1340 V/V(fpm) 340 127.65 253.5 PARADISE \* Obstacle Climb Rate to DIAMD intersection or passing 5800 SOCAL DEP CON 112.2 PDZ =--\*\* ATC climb rate to SKYES intersection or passing 12,000 134.0 278.3 Chan 59 MARCH RADAR

133.5 324.1 RADAR REQUIRED MARCH LOS ANGELES CENTER Chan 77 RIV 132.5 284.7 **:**.... TRM TRANSITION **A** 3250 R-073 -CAUTION: BALLOON, GLIDER AND PRCHT ACT Max 310 KIAS 1886 VCNTY 136 /6 NM, 1 NM OF DEP CRS, • 2552 until passing AND VCNTY PERRIS VALLEY ARPT. DIAMD (JLI transition MAX 310 HOMELAND 10,804 KIAS until passing JLI) 113.4 HDF <u>∺</u>::-4780 (T) 5687 2574 Perris THERMAL Valley 116.2 TRM ---Arpf DIAMD Chan 109 MURRE N33 ° 37.85 3040 5800 N33°37.69′ N33 ° 32.68' W117° 17.37 W116° 09.61' W117° 00.55' L-4, H-4 CAUTION: Parachute activity in vacinity 7000 of PDZ VORTAC 26 DME. THERMAL TRANSITION OCEANSIDE 115.3 OCN =: Chan 100 12,000 N33° 14.44 • 6140 W117°25.06′ JULIAN TRANSITION JULIAN SKYES L-4, H-4 114.0 JLI 📜 🕶 N33 ° 22.13 W117° 04.33' Chan 87 N33°08.43' OCEANSIDE TRANSITION W116°35.16′ L-4, H-4 2650. MISSION BAY JR. 130 R-085 HIGOP 117.8 MZB ==... N33° 09.87

# W116° 54.22 DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climb via RIV TACAN R-136 or climb direct HDF VOR, then via HDF R-136 to MURRE, intercept MZB VORTAC R-357 to SKYES, Cross MURRE at or above 7000, and SKYES at or above 12,000. Thence via transition or assigned route.

TAKE-OFF RWY 32: Climb on track 315°, then turn left crossing PDZ VORTAC R-073/RIV TACAN 1.4 DME direct DIAMD, proceed no closer than 7.5 DME PDZ. Remain within 5 DME RIV. Cross DIAMD at or above 5800. Intercept PDZ R-130 to SKYES, cross SKYES at or above 12,000. Thence via transition or assigned route.

JULIAN TRANSITION (SKYES 1 • JLI): JLI VORTAC R-284 direct JLI. MAX 310 KIAS until passing JULIAN VORTAC

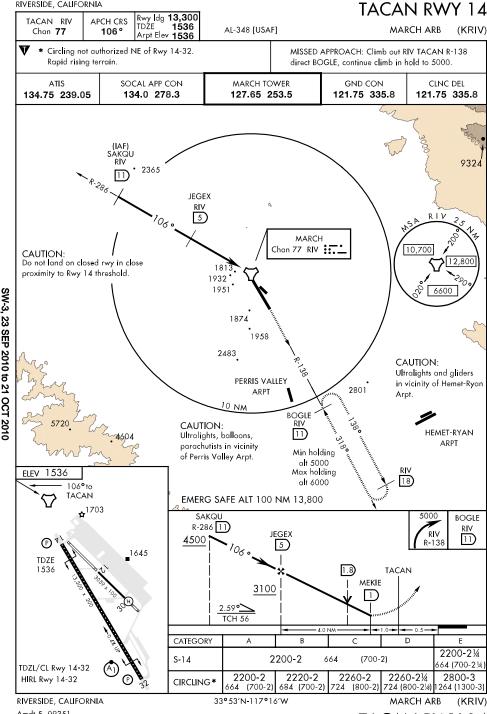
OCEANSIDE TRANSITION (SKYES 1 • OCN): Via SKYES direct HIGOP intercept OCN VORTAC R-085 to OCN.

THERMAL TRANSITION (SKYES 1 • TRM): TRM VORTAC bearing 0.59° to TRM (Radar required)

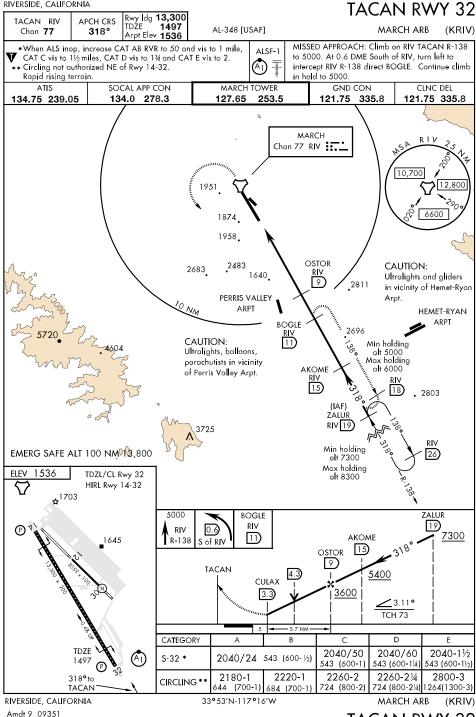
Chan 125

(1) 15 NM from Rwy 32

Lead DME

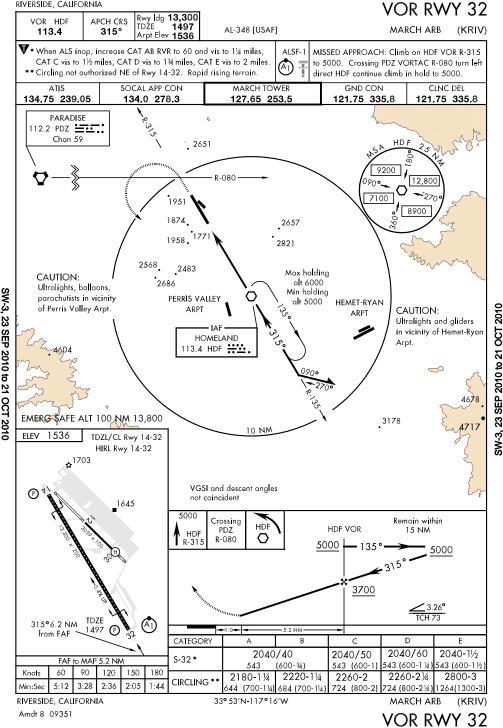


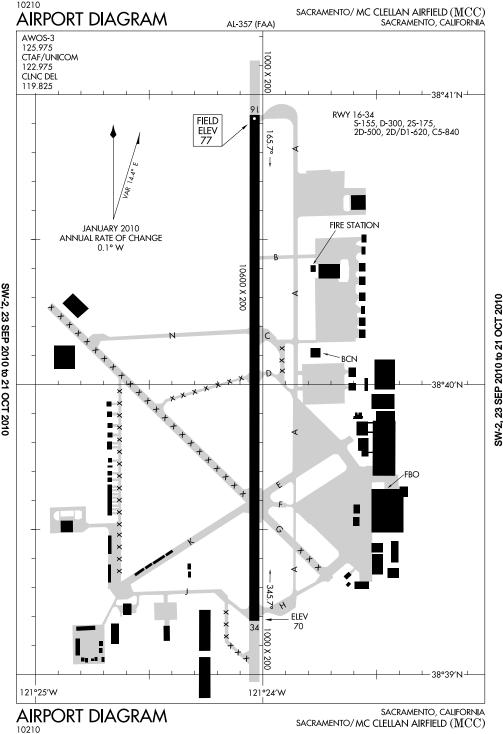
Amdt 5 09351



Amdt 9 09351

SW-3, 23 SEP 2010 to 21 OCT 2010





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### ROSAMOND SKYPARK (LØØ) 3 W UTC-8(-7DT) N34°52.23' W118°12.33'

2415 B FIIFI 10011 TPA-See Remarks NOTAM FILE RAI I-3D 7B RWY 08-26: H3600X50 (ASPH) LIRL (NSTD) RWY 08: Thid depict 300'. Ret tfc. RWY 26: Thid dspicd 200'. Trees. AIRPORT REMARKS: Unattended, Hill NE of arpt, Terrain approximately 3200' MSL 2 miles northeast and 3 miles

INS ANGELES

northwest of arpt. Arpt use restricted by arpt manager to acft having a maximum certificated gross tkf weight of 12,500 lbs or less. Ctc arpt manager for additional information (888) 397-6290, Gliders, ultralights and helicopters tfc pattern N of rwy, Powered acft only may use S traffic pattern. No touch and go landings between 0600-1500Z‡. Avoid over flight of schools 1 mile E and 2 miles W. Calm wind use Rwy 26. TPA-3215(800);

gliders 2915(500), Maintain rwy heading until reaching arpt boundary, Rwy 08-26 NSTD LIRL 25' from edge of rwv. ACTIVATE LIRL Rwv 08-26 and bcn-CTAF. COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE PMD. PALMDALE (H) VORTAC 114.5 PMD Chan 92 N34°37.88′ W118°03.83′ 319° 15.9 NM to fld. 2498/15E. ROUND VALLEY (See COVELO)

RUTH (T42) 7 S UTC-8(-7DT) N40°12.69′ W123°17.86′ TPA-3781(1000) NOTAM FILE RIU

KLAMATH FALLS L-2H RWY 13-31: H3500X50 (ASPH) S-12 RWY 13: Berm. RWY 31- Hill

AIRPORT REMARKS: Unattended. Arpt CLOSED ngt. Intermittently closed winters due to snow, ctc county transportation office for information 530-623-1365. High terrain all quadrants. COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RBL. RED BLUFF (H) VORTACW 115.7 RBL Chan 104 N40°05.93' W122°14.18' 260° 49.3 NM to fld. 322/18E.

**2AWIH** 

ROY WILLIAMS (See JOSHUA TREE) SACRAMENTO

Mc CLELLAN AIRFIELD (MCC)(KMCC) P (CG) 6 NE UTC-8(-7DT) N38°40.06' W121°24.04' SAN FRANCISCO S4 OX 1, 2 FUEL 100LL, JET A, A+ NOTAM FILE MCC H-3B, L-2G, 3A

RWY 16-34: H10600X200 (CONC-GRVD) S-155, D-300, 2S-175, 2D-500, 2D/D1-620, IAP. AD C5-840 HIRL(NSTD) RWY 16: SSALR, PAPI(P4L)-GA 3.0° TCH 51', Rgt tfc. RWY 34: PAPI(P4L)—GA 3.0° TCH 52'. Tower.

MILITARY SERVICE: FUEL A+ (C916-641-8970) AIRPORT REMARKS: Attended continuously. Self-svc 100LL fuel west side Twy K. Fld conditions, rwy, twy and apron the east, no services west side. NSTD HIRL located 25' from rwy edge markings. ACTIVATE HIRL Rwy 16-34,

good. Rwy 16-34 marked for 150' width. Strict compliance rgr with noise abatement program. All acft exit rwy to SSALR Rwy 16 and twy lgts—CTAF. PAPI Rwy 16 and Rwy 34 opr continuously. Ldg fee charged for all commercial ops.

MILITARY REMARKS: RSTD C5 touch and go prohibited. Tran acft PPR for USCG ramp C916-643-7659, with crew list for arr/dep passengers.

WEATHER DATA SOURCES: AWOS-3 125.975 (916) 641-1272. COMMUNICATIONS: CTAF/UNICOM 122.975 (R) NORCAL APP/DEP CON 127.4 317.5 **CLNC DEL** 119.825

PMSV METRO 344.6 (Part time.) USCG COMSRA SAN FRAN 3123 5696 8984 11201 (Opr 0500-1100Z±.)

USCG SACRAMENTO 167.9 237.9. RADIO AIDS TO NAVIGATION: NOTAM FILE MCC.

(T) VORW/DME 109.2 MCC Chan 29 N38°40 04' W121°24 25' at fld. 72/17E. Unmonitored 0030-1600Z‡. VOR portion unusable:

090°-150° blo 3.000'

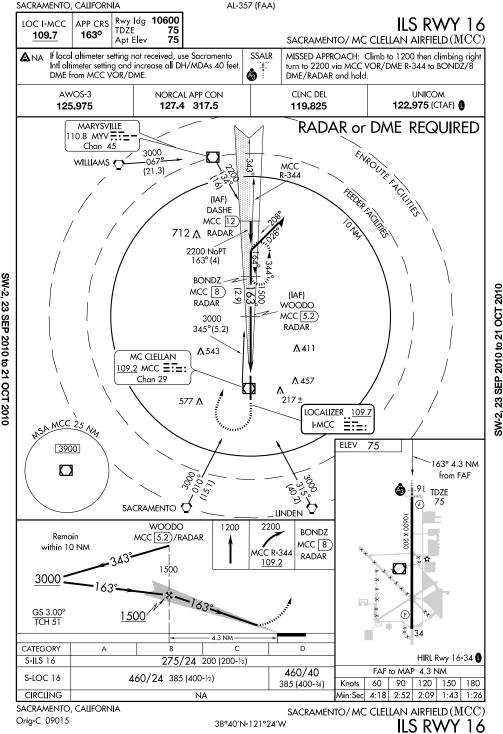
170°-340° beyond 5 NM blo 5,000' 090°-150° bvd 10 NM blo 5.000' 170°-340° bvd 15 NM blo 7.000'

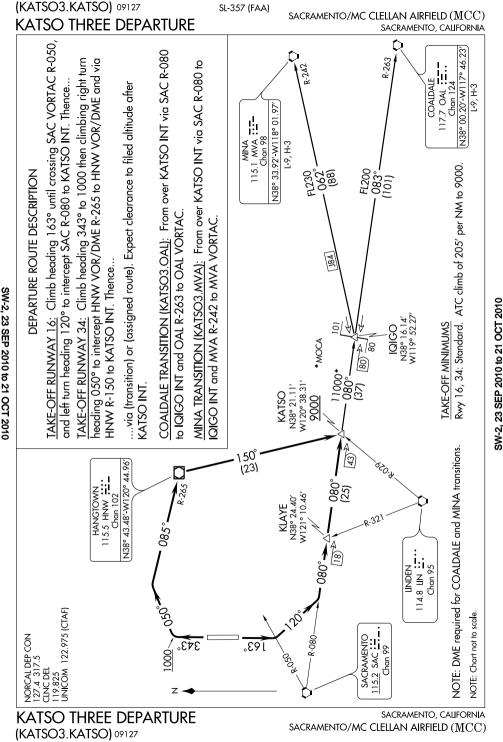
090°-150° byd 15 NM blo ,7000' 280°-340° byd 5 NM blo 5,000'

280°-340° bvd 15 NM blo 7.000'

DME portion unusable:

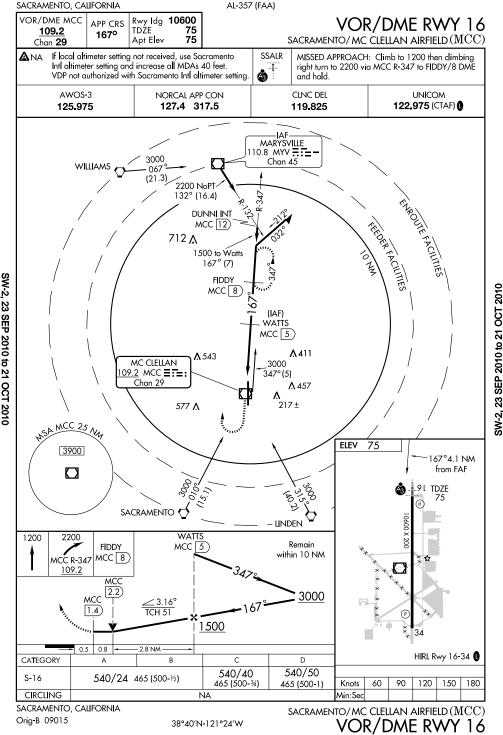
210°-300° blo 5,000' ILS 109.7 I-MCC Rwy 16. Class IA. Unmonitored.

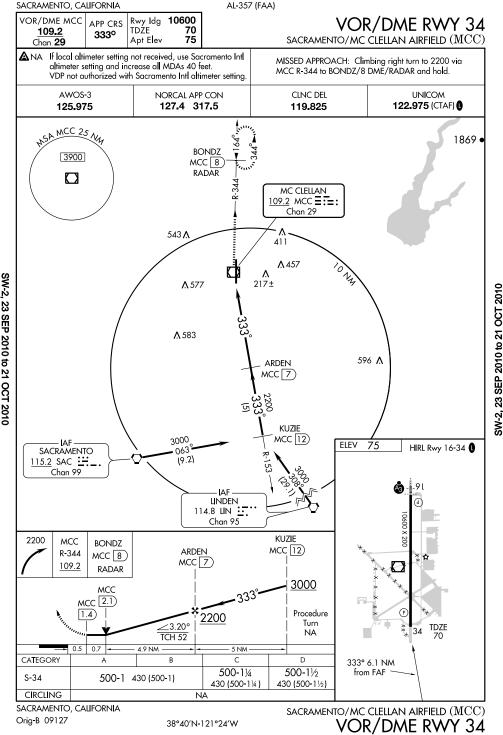


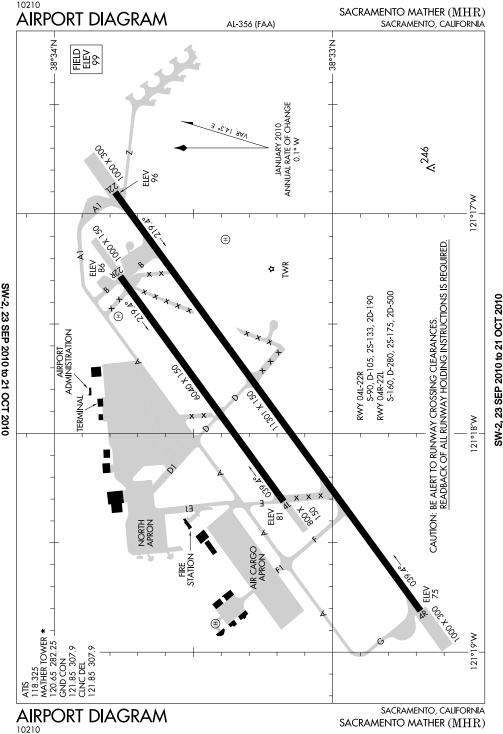


(SACRO2.SACRO) 10266 SL-357 (FAA) SACRAMENTO/MC CLELLAN AIRFIELD (MCC) SACRO TWO **DEPARTURE** SACRAMENTO, CALIFORNIA MUSTANG TRANSITION (SACRO2.FMG): From over DUDES INT TAKE-OFF RUNWAY 16: Climb heading 163° until crossing SAC climbing right turn to heading 050° to intercept HNW VOR/DME via SAC R-058 to ALPIN INT, then via LLC R-198 to LLC VORTAC. N40° 34.15′-W116° 55.34′ . . .via (transition) or (assigned route). Expect clearance to filed OVELOCK TRANSITION (SACRO2.LLC): From over DUDES INT R-265 to HNW VOR/DME and via HNW R-074 to DUDES INT BATTLE MOUNTAIN TRANSITION (SACRO2.BAM): From over DUDES INT via SAC R-058 to ALPIN INT, then via ECA R-032 BATTLE MOUNTAIN AKE-OFF RUNWAY 34: Climb heading 343° to 1000' then VORTAC R-036, and left turn heading 120° to intercept SAC DEPARTURE ROUTE DESCRIPTION (a/) %/.y and BAM R-214 to BAM VORTAC via FMG R-192 to FMG VORTAC 005 10 R-058 to DUDES INT. Thence. 116.5 UC :=::. W118°34.66′ altitude after DUDES INT N40°07.49′ W119° 42.65′ OVELOCK Chan 112 N38° 48.90′ L-9, H-3 ALPIN SW-2, 23 SEP 2010 to 21 OCT 2010 468 hence. ·2<sup>(25)</sup> 058° 15000 2 (E11.88A) NOTE: Chart not to scale. N39°31.88′ - W119°39.37′ N38° 43.09′ W120° 12.46 17.9 FMG ☱薑: 5 DUDES 15000 MUSTANG Chan 126 L-9, H-3 Rwy 16, 34: standard. ATC climb of 260' per NM to 15000. 0740. (25) 113.2 SWR :<u>=</u>:-MANTECA 058° SQUAW VALLEY N38° 36.86′ W120° 43.54′ Chan 79 CROTI 140 N38° 43 48' W120° 44 96' 0850. 115.5 HNW ::: 058 HANGTOWN Chan 102 INDEN N38° 31.05′ Y TAKE OFF MINIMUMS JNICOM 122.975 (CTAF) . 050 SHED 15.2 SAC :::\_\_. Chan 99 **JORCAL DEP CON** SACRAMENTO 127.4 317.5 CLNC DEL 119.825 3430 ا 9َ3ه **DEPARTURE TWO** SACRAMENTO, CALIFORNIA

# (SACRO2.SACRO) 10266







### SACRAMENTO MATHER (MHR) 10 E UTC-8(-7DT) N38°33.32′ W121°17.84′ 99 B S4 FUEL 100LL, JET A

RWY 04R-22L: H11301X150(ASPH-CONC) S-160, D-280, 2S-175, 2D-500 (SWL 65/PSI640) HIRL RWY 04R: VASI(V4L)-GA 3.0° TCH 50'. Rgt tfc.

RWY 22L: MALSR, VASI(V4L)—GA 3.0° TCH 55'.

RWY 04L-22R: H6040X150 (ASPH) S-90, D-105, 2S-133, 2D-190

MIRL

RWY 22R: Rgt tfc.

AIRPORT REMARKS: Attended Mon 1300-Sat 0500Z‡, Sun 1300-0500Z‡. Birds invof arpt. Be alert for large transport acft

tkfs and ldgs and high performance military T-38 jets. Avoid noise

sensitive residential areas North/East of Rwy 22L ILS final apch course. Turbojet nighttime noise abatement arrival and departure procedures in effect 0600-1500Z±. Pilot information on noise abatement 916-874-0800. Rwy 22L calm wind rwy. TPA for piston acft 1099 (1000); Turbine 1899 (1800). Acft entering Rwy

OX 2 TPA-See Remarks NOTAM FILE MHR

SAN FRANCISCO

H-3B, L-2G, 3A

IAP. AD

22R tfc pattern from the north should expect to fly base leg extended 2 miles from rwy thld. Twy D limited to acft with maximum gross weight 50,000 lbs or less. Twy D1 limited to acft with maximum gross weight 17,000 lbs or less. When twr closed ACTIVATE MIRL Rwy 04L-22R, HIRL Rwy 04R-22L, VASI Rwy 04R. 22L and MALSR Rwy 22L-CTAF.

WEATHER DATA SOURCES: AWOS-3 (916) 231-0103. SAWRS COMMUNICATIONS: CTAF 120 65 ATIS 118 325 IINICOM 123 075 SACRAMENTO RCO 122.05 (RANCHO MURIETA RADIO)

R NORCAL APP/DEP CON 127.4 GND CON 121.85 CLNC DEL 121.85

TOWER 120.65 (Mon 1300Z‡-Sat 0500Z‡, Sun 1300-0500Z‡)

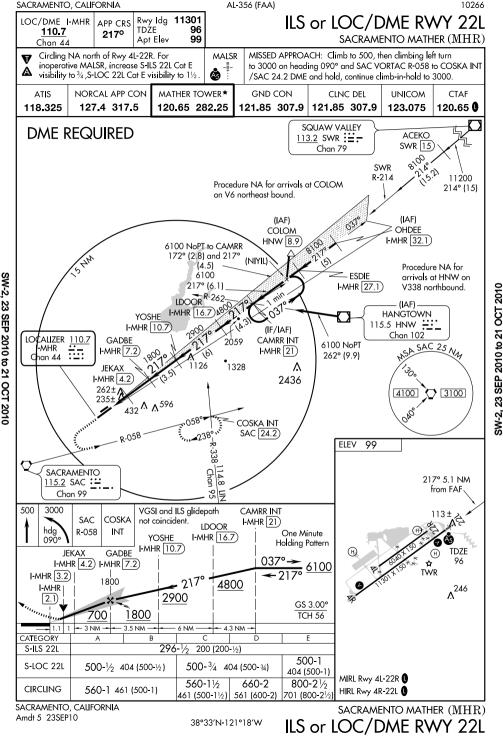
AIRSPACE: CLASS D svc Mon 1300Z‡-Sat 0500Z‡ and Sun 1300-0500Z‡, other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE SAC

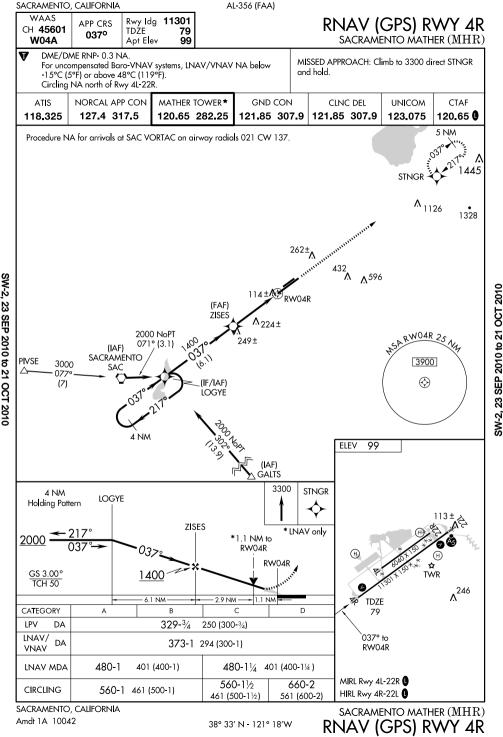
SACRAMENTO (H) VORTACW 115.2 SAC Chan 99 N38°26.62′ W121°33.10′ 044° 13.7 NM to fld. 10/17E.

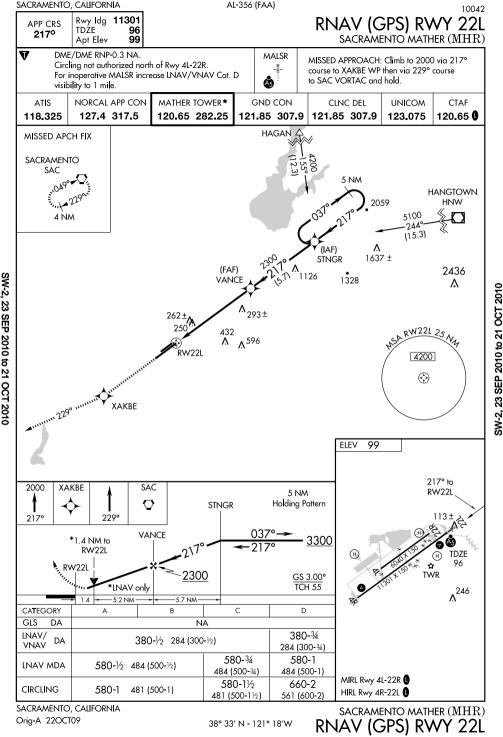
HIWAS.

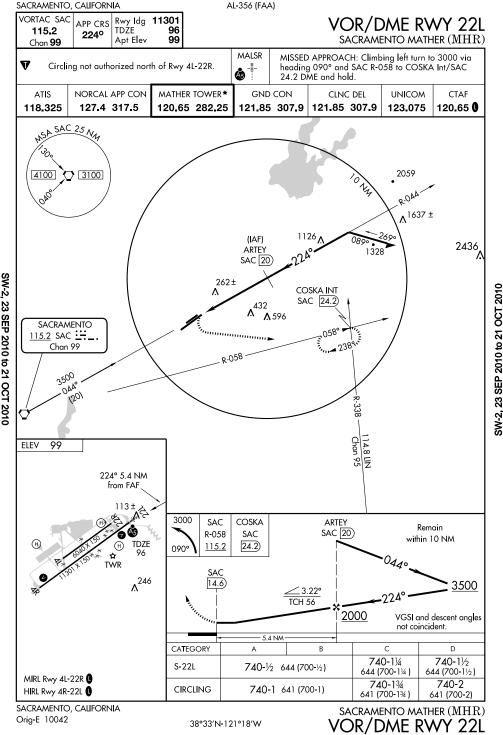
Chan 44 Rwy 22L, ILS unmonitored when twr clsd. II S/DMF 110 7 I-MHR

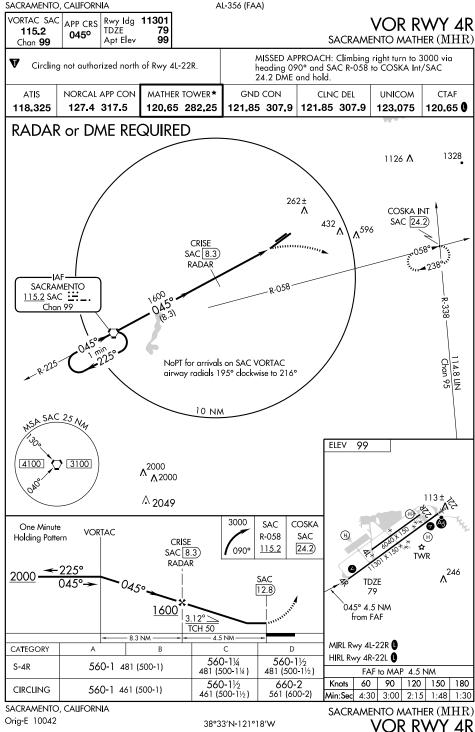
HELIPAD H1: H30X30 (ASPH) HFI IPAD H2. H100X100 (ASPH)



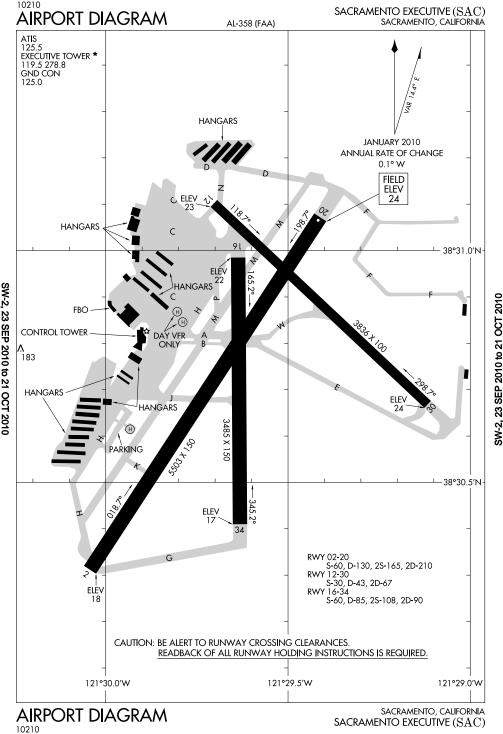








23 SEP 2010 to 21 OCT 2010



MIRL

NOTAM FILE SAC

CALIFORNIA

MIRI

**SACRAMENTO EXECUTIVE** (SAC) 3 S UTC-8(-7DT) N38°30.75′ W121°29.61′

RWY 02-20: H5503X150 (ASPH) S-60, D-130, 2S-165, 2D-210

weight, Rwv 16 CLOSED to takeoffs of turbo-jet acft. No touch

taxi, Rwy 20 calm wind rwy. Ditch and concrete bridge in Rwy

Golf course lights shine across Rwy 02 final apch 800' rwy centerline dusk to 0600Z±, TPA—1024(1000), turbine and large

RWY 20: REIL. VASI(V4L)—GA 3.0° TCH 52'. Tree.

RWY 12: REIL, PAPI(P4R)—GA 3.0° TCH 50', Tree. RWY 30: REIL, PAPI(P4R)—GA 3.5° TCH 50', Tree. RWY 16-34: H3485X150 (ASPH) S-60, D-85, 2S-108, 2D-90

RWY 12-30: H3836X100 (ASPH) S-30, D-43, 2D-67

RWY 34. Tree AIRPORT REMARKS: Attended 1400-0500Z‡, Birds invof arpt, Prior

mid-field, intersection or formation tkfs, Rwv 16 blast pad from Rwy 12-30 intersection to north hangars clsd permanently to acft

FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks

aircraft 1524(1500). Arpt noise abatement procedures in effect 0500-1400Z‡ for more information call 916-875-9037 or 916-875-9035. Arot 24 hr emergency 916–929–5000, VASI Rwy 20 ops continuously. When two clsd ACTIVATE all airfield lets—CTAF.

WEATHER DATA SOURCES: ASOS (916) 421-0923.

COMMUNICATIONS: CTAF 119.5 ATIS 125.5 (916) 428-7066 UNICOM 122.95

SACRAMENTO RCO 122.05 (RANCHO MURIETA RADIO)

R NORCAL APP/DEP CON 125.25 (Southeast-Northwest) 127.4 (North-East) EXEC TOWER 119.5 (1400-0500Z‡) GND CON 125.0

AIRSPACE: CLASS D svc 1400-0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC (H) VORTACW 115.2 SAC Chan 99 N38°26.62′ W121°33.10′ 017° 5.0 NM to fld. 10/17E.

EXECC NDB (LOM) 356 SA N38°26.99′ W121°32.78′ 019° 4 5 NM to fld

Rwy 02. Class IA. LOM EXECC NDB, ILS unmonitored when tower closed. IIS 110 3 I-SAC

C C C C কুটো permission from arpt opr rgr for acft over 50,000 lbs maximum tkf and go landings, low apphs or practice instrument apphs between hrs 0500-1400Z±. For more information call 916-874-0359, No. 00 000000 02-20 safety area located 500' prior to Rwy 02 thld on centerline. G G G G

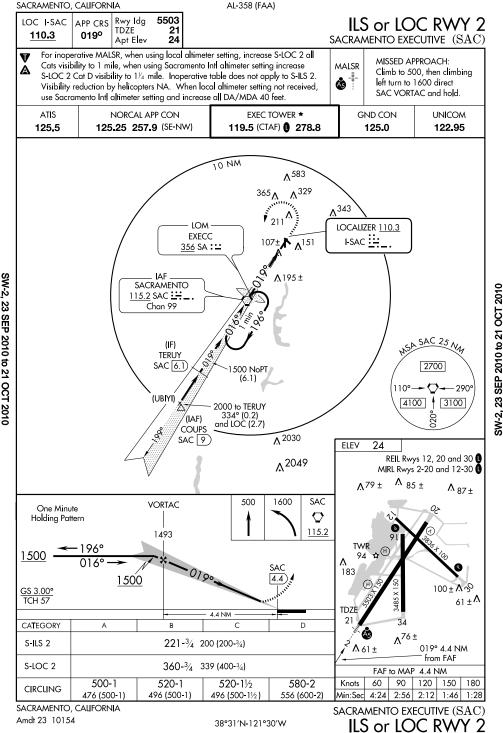
SAN FRANCISCO

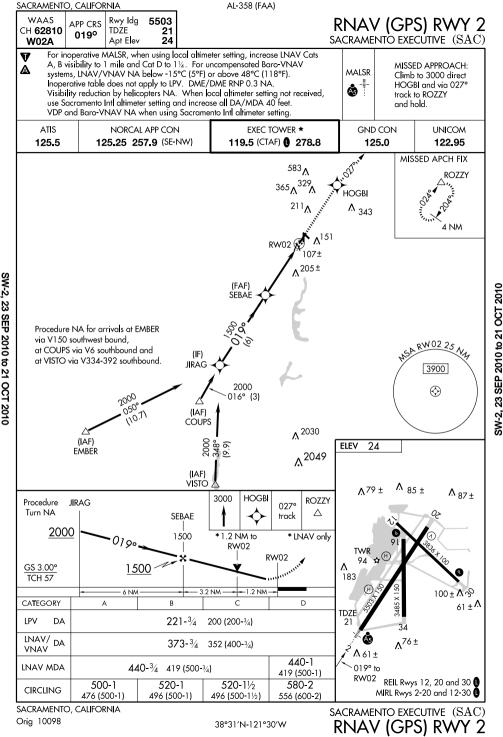
H-3B I-2G 3A

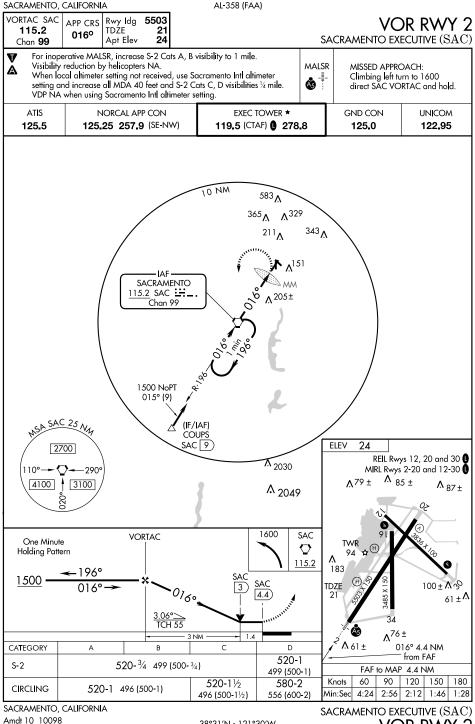
IAP. AD

RWY 02: MALSR. Tree.

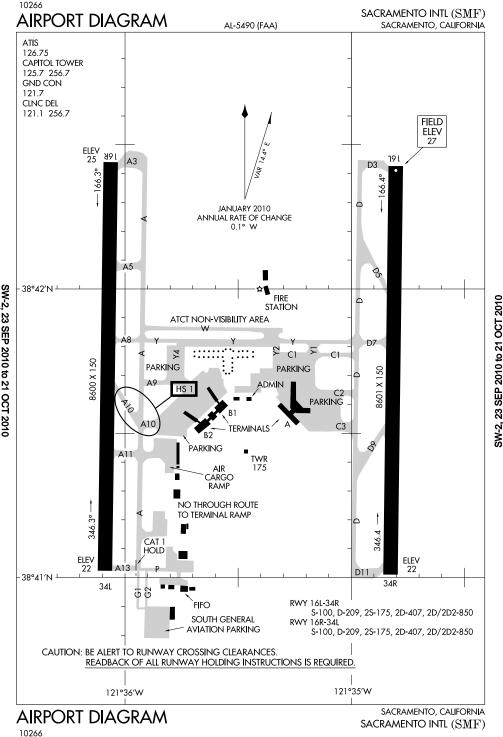
RWY 16: Tree







23 SEP 2010 to 21 OCT 2010



(SMF)

#### 27 B S6 FUEL 100LL, JET A LRA Class I, ARFF Index C NOTAM FILE SMF RWY 16L-34R: H8601X150 (CONC-GRVD) S-100, D-209, 2S-175, 2D-407, 2D/2D2-850 RWY 16L: MALSR, TDZL, PAPI(P4L)—GA 3.0° TCH 64'.

RWY 34R: PAPI(P4L)—GA 3.0° TCH 64'. Rgt tfc. S-100, D-209, 2S-175, RWY 16R-34L: H8600X150 (ASPH-PFC)

SACRAMENTO INTL

62

2D-407, 2D/2D2-850 HIRL CL

RWY 16R: ALSF2. TDZL. PAPI(P4R)-GA 3.0° TCH 72'. Rgt tfc.

RWY 34L: MALSR. VASI(V4L)-GA 3.0° TCH 59'.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Crop duster opr invof arpt at or blo 200'AGL. Rwy 16R-34L DC-10-10 and DC-10-30 maximum gross weight allowance 500,000

pounds. All acft ctc ground control prior to movement on ramp. The maximum allowable gross acft load for Twvs G1, G2, and the general aviation parking apron is 70,000 lbs for single gear acft. 170,000 lbs for dual gear acft, and 250,000 lbs for dual tandem

criteria and must have a wheel base of less than 60 ft. Noise sensitive areas W of arpt on SAC River. Military acft parking will be limited due to construction. Ctc arpt ops if parking is rqrd 916-806-5351. Taxilane between Twy A10 and intersection of

Twy A9 and Twy Y4 clsd to acft with wingspan over 125'. Portion

gear acft. An acft cannot exceed the airplane design group III

**\*** (d) Under (3) 4 8601 × 150 Construction X 0098 4 P 34R  $(A_5)$ Twy W 500' east of Twy A to 2100' east of Twy A is not visible from twr. Twy Y4 will be open and restricted to

336° 15.2 NM to fld. 10/17E. HIWAS.

SAN FRANCISCO

H-3B, L-2G, 3A

IAP. AD

HIRL CL

acft with a wingspan of less than 118' (group III) and will be clsd nightly for remaining overnight parking or anytime remaining overnight pad is utilized. Due to construction activity, acft may encounter difficulties performing transponder checks in and around gates located at terminal B1 and B2. Problem may be alleviated by performing transponder checks while taxiing out to Twy A. Numerous construction cranes and equipment will be operating south of Twy W between Twy Y2 and the remaining overnight pad. No crane or other equipment will be more than 275' AGL. Equipment will be flagged and lighted or lowered during the hrs of low visibility or darkness. Common use Jet bridges B35 and B37 are to be utilized for acft tow-in and tow-out ops only. All

other acft, with the exception of E120 ops, must shutdown power prior to approaching gates and shall be towed into place. Local turn discouraged for jet acft, When conducting IFR apch in VFR conditions execute missed apch at dep end of rwys. Plan VFR patterns to E. Use minimum power settings. Rwy 16R ALSF2 operates as SSALR till

159° 6.0 NM to fld.

10 NW UTC-8(-7DT) N38°41.73' W121°35.45'

weather goes blo VFR, Rwy 16R ALSF2 unmonitored. WEATHER DATA SOURCES: ASOS (916) 649-3996. COMMUNICATIONS: D-ATIS 126.75 (916) 874-0679. UNICOM 122.95

(R) NORCAL APP/DEP CON 125.4 (Northeast) 125.25 (South-Southwest) 127.4 (East-Southeast) 134.8 (West-North)

CAPITOL TOWER 125.7 GND CON 121.7 CLNC DEL 121.1 AIRSPACE: CLASS C svc continuous ctc APP CON 125.25 (SW) 134.8 (West)

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

(H) VORTACW 115.2 SAC Chan 99 N38°26.62′ W121°33.10′

METRE NDB (LOM) 230

IIS/DMF 111 75 I-MDK Class IA. Chan 54(Y) Rwv 16L.

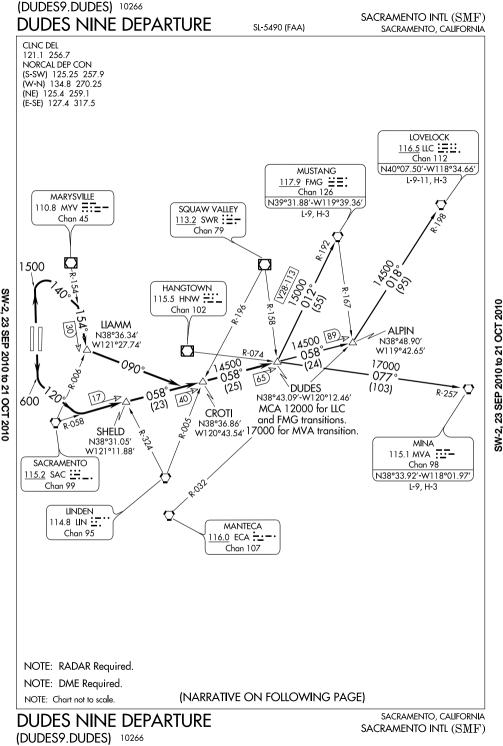
SM N38°47.70′ W121°35.96′

ILS/DME 111.1 I-SMF Chan 48 Rwy 16R. Class IIIE. LOM METRE NDB. IIS/DMF 111 1 I\_HUX Chan 48 Rwv 34I Class IF

(CCR.CCR1) 09127 SACRAMENTO INTL CONCORD ONE ARRIVAL ST-5490 (FAA) SACRAMENTO, CALIFORNIA NORCAL APP CON 125.25 257.9 MARYSVILLE 110.8 (T) MYV .... Chan 45 **ELKOE** N38°36.83' W121°40.92′ R-257 SACRAMENTO (ISYOH) 115.2 SAC :::\_ N38°21.99′ \_\_ Chan 99 W121°44.22′ CONCORD 117.0 (T) CCR =:=: Chan 117 N38°02.70′-W122°02.71 L-2-3 NOTE: Chart not to scale.

From over CCR VOR/DME via CCR R-020 and the MYV R-174 to ELKOE INT then via heading 340° for radar vector to final approach course. Expect descent below 10,000 after passing the SAC R-257.

SW-2, 23 SEP 2010 to 21 OCT 2010



## DEPARTURE ROUTE DESCRIPTION

SL-5490 (FAA)

TAKE-OFF RUNWAYS 16L/R: Maintain runway heading until 600', then turn left to a 120° heading to intercept and proceed via the SAC R-058 to DUDES INT, then via (transition) or (assigned route). Expect further clearance to filed altitude after CROTI INT.

TAKE-OFF RUNWAYS 34L/R: Maintain runway heading until 1500', then turn right to a 140° heading to intercept and proceed via the MYV R-154 to LIAMM INT, then turn left to a 090° heading to intercept and proceed via the SAC R-058 to DUDES INT, then via (transition) or (assigned route). Expect further clearance to filed altitude after CROTI INT.

LOST COMMUNICATIONS: Take-off runways 34L/R: Maintain runway heading until 1500', then turn right heading 140° to intercept and proceed via the MYV R-154 to intercept and proceed via the SAC R-058 to DUDES INT. Then resume

own navigation.

LOVELOCK TRANSITION (DUDES9.LLC): From over DUDES INT via the SAC R-058 and the LLC R-198 to LLC VORTAC. MINA TRANSITION (DUDES9.MVA): From over DUDES INT via the MVA R-257 to MVA VORTAC.

MUSTANG TRANSITION (DUDES9.FMG): From over DUDES INT via the FMG

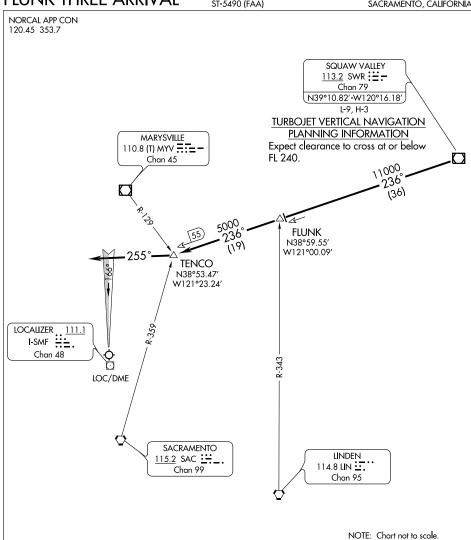
R-192 to FMG VORTAC.

(SWR.FLUNK3) 09127

ST-5490 (FAA)

SACRAMENTO INTL SACRAMENTO, CALIFORNIA

FLUNK THREE ARRIVAL

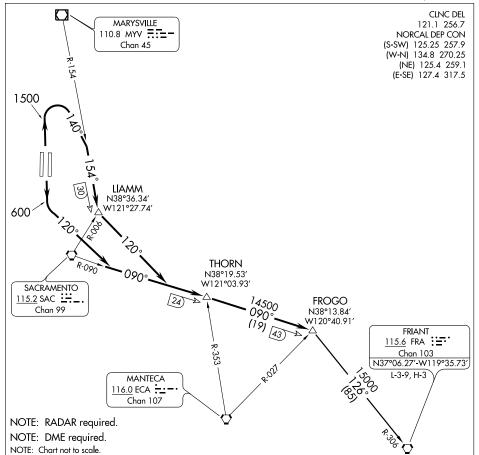


From over SWR VOR/DME via SWR R-236 to TENCO INT. Depart TENCO INT heading 255° for vector to final approach course. Expect descent below 10000' passing FLUNK INT.

FLUNK THREE ARRIVAL

SACRAMENTO, CALIFORNIA SACRAMENTO INTL

SW-2, 23 SEP 2010 to 21 OCT 2010



V

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16L/R: Maintain runway heading until 600', then turn left heading 120° to intercept and proceed via the SAC R-090 to FROGO INT. Then via (transition) or (assigned route). Expect further clearance to filed altitude after THORN INT.

TAKE-OFF RUNWAYS 34L/R: Maintain runway heading until 1500', then turn right heading 140° to intercept the MYV R-154. Intercept and proceed via the MYV R-154 to LIAMM INT, then turn left heading 120° to intercept and proceed via the SAC R-090 to FROGO INT. Then via (transition) or (assigned route). Expect further clearance to filed altitude after LIAMM INT.

LOST COMMUNICATIONS: Take-off Runways 34L/R: Maintain runway heading until 1500' then turn right heading 140° to intercept the MYV R-154. Intercept and proceed via the

MYV R-154 to intercept the SAC R-090 to FROGO INT. Then resume own navigation. FRIANT TRANSITION (FROGO6.FRA): From over FROGO INT via FRA R-306 to FRA

# FROGO SIX DEPARTURE

SW-2, 23 SEP 2010 to 21 OCT 2010

VORTAC.

#### HOT SPOTS

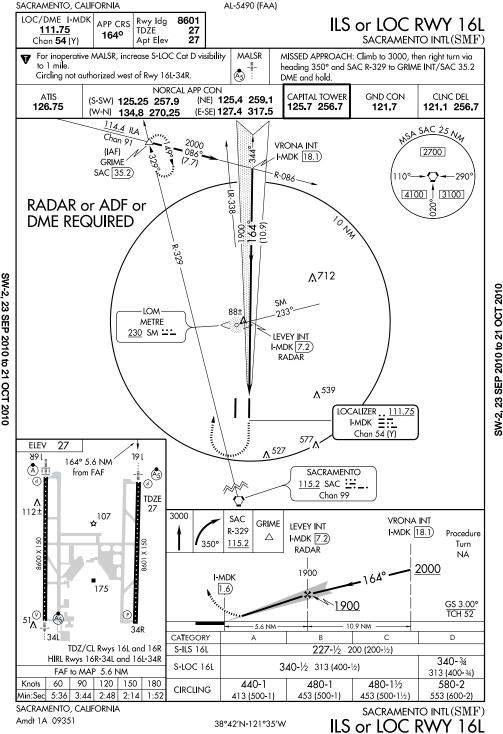
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

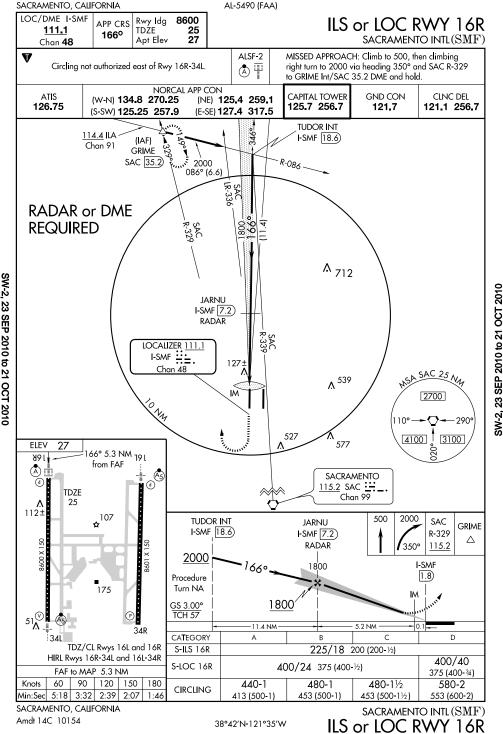
A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

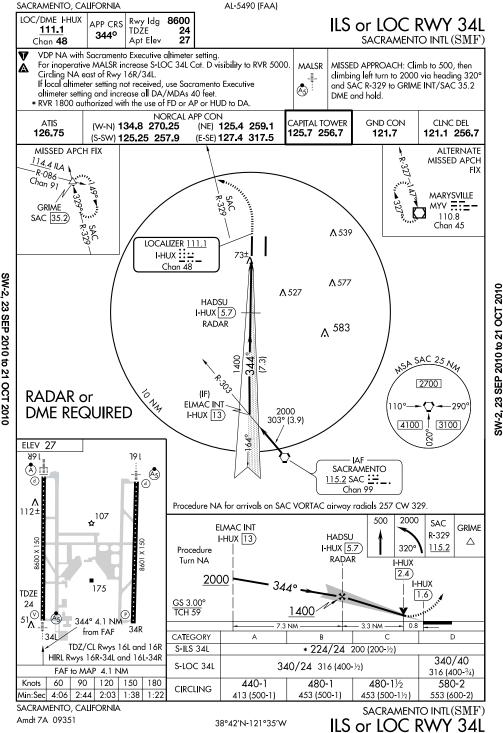
increased risk has been reduced or el	iminated.	
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	Rwy 32L apch, Twy A.
HAYWARD, CA		,,,
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
` ,	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA		
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
, ,	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA		,
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA		
METROPOLITAN OAKLAND		
INTL (OAK)	HS 1	Rwy 27R, Twy A and Twy B.
	HS 2	Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex
		int.
SACRAMENTO, CA		
SACRAMENTO INTL (SMF)	HS 1	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		
NORMAN Y. MINETA SAN		
JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

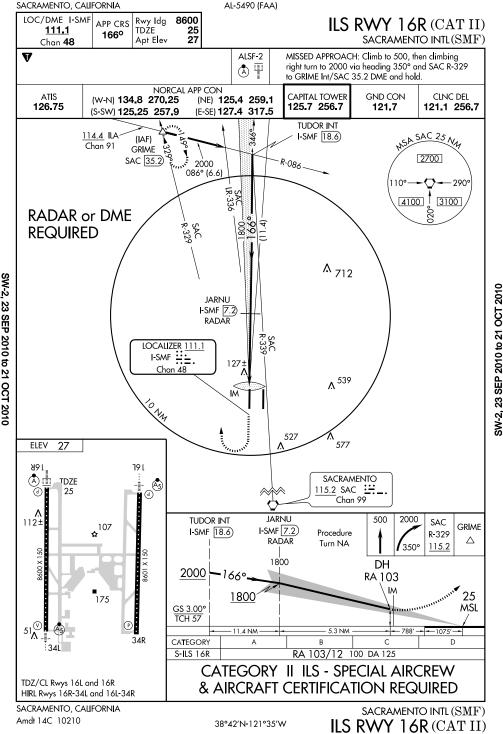
23 SEP 2010 to 21 OCT 2010

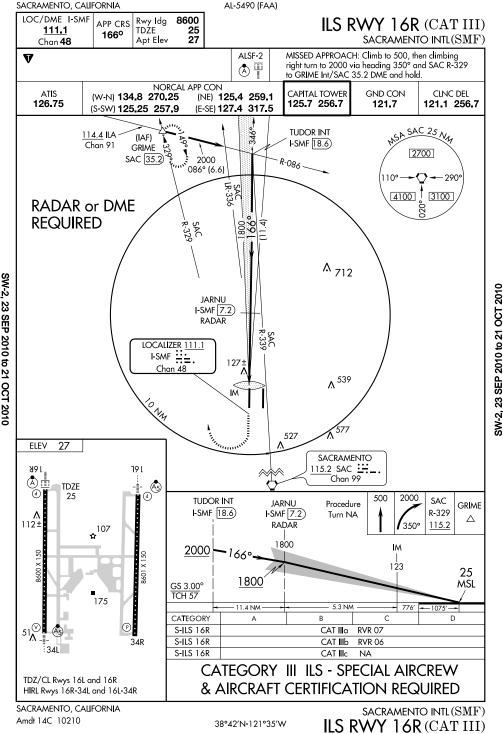
<sup>\*</sup>See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

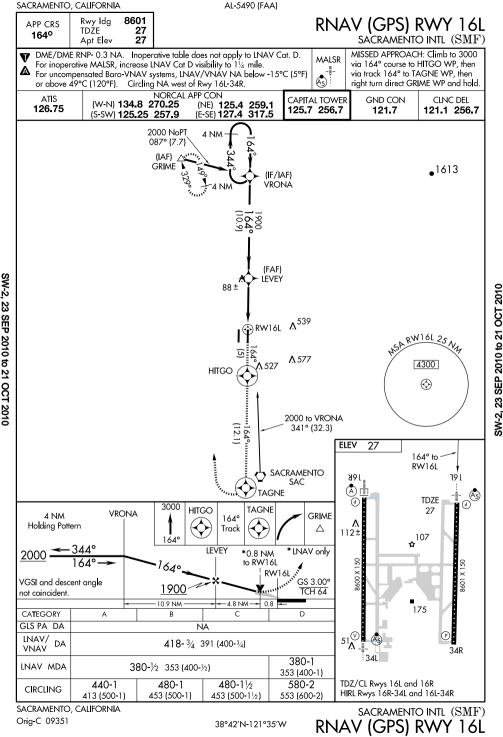


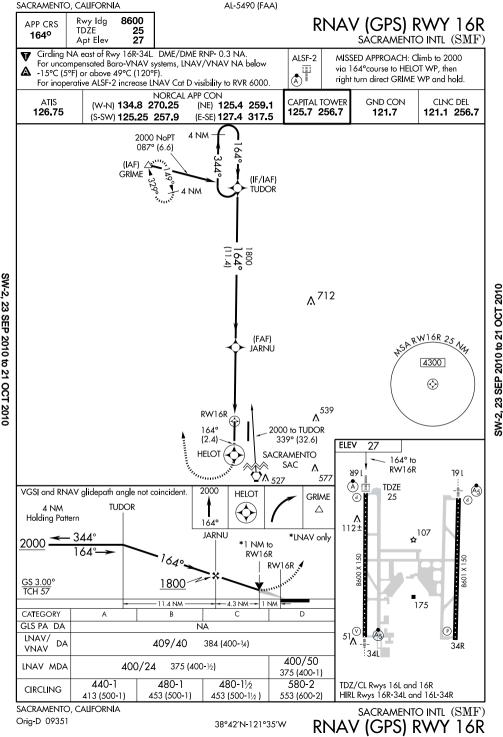


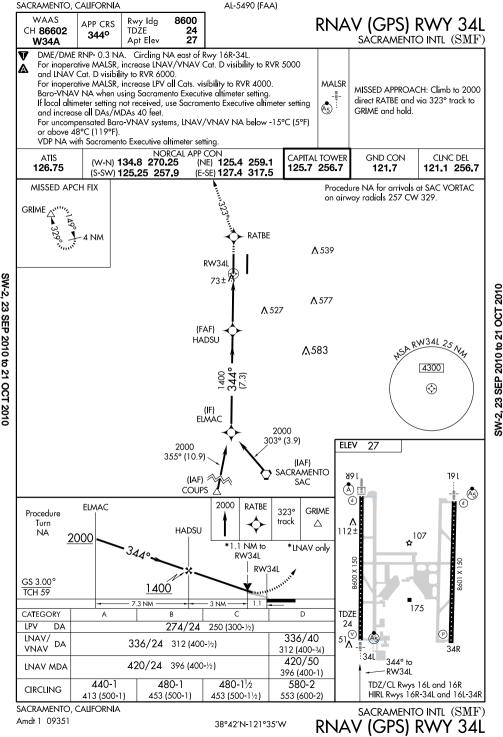


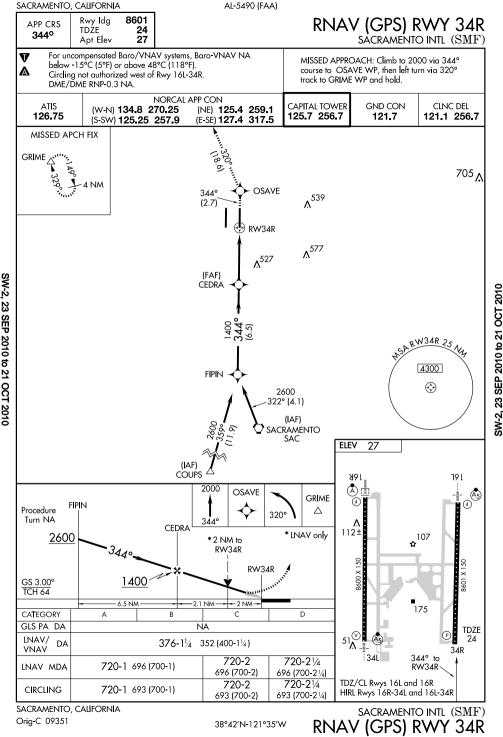












TUDOR ONE ARRIVAL

SACRAMENTO INTL SACRAMENTO, CALIFORNIA ST-5490 (FAA)

### ARRIVAL DESCRIPTION

KLAMATH FALLS TRANSITION(LMT.TUDOR1): From over LMT VORTAC via LMT R-163 and SAC R-339 to TUDOR INT. Thence . . . .

LAKEVIEW TRANSITION (LKV.TUDOR1): From over LKV VORTAC via LKV

R-185 and SAC R-339 to TUDOR INT. Thence . . . . RED BLUFF TRANSITION (RBL.TUDOR1): From over RBL VORTAC via RBL

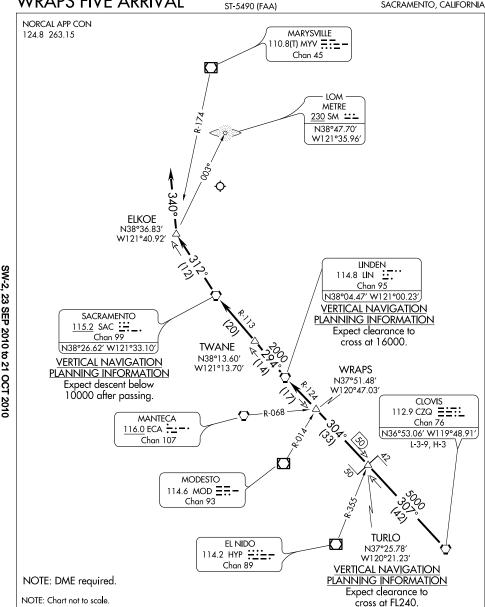
R-133 and SAC R-339 to TUDOR INT. Thence . . . .

WILLIAMS TRANSITION (ILA.TUDOR1): From over ILA VORTAC via ILA R-086 to TUDOR INT. Thence . . . .

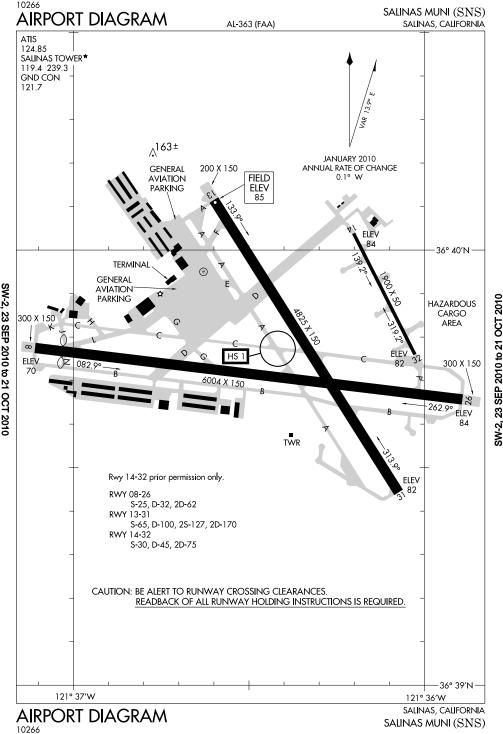
. . . . From over TUDOR INT via I-SMF RWY 16R localizer course to SM LOM. Expect ILS RWY 16R approach.

SW-2, 23 SEP 2010 to 21 OCT 2010

(TUDOR.TUDOR1) 02276



From over CZQ VORTAC via CZQ R-307 to TURLO INT, then via LIN R-124 to LIN VORTAC, then via LIN R-294 and SAC R-113 to SAC VORTAC, then via SAC R-312 to ELKOE INT, then via heading 340° for radar vector to final approach course. LOST COMMUNICATIONS: After passing ELKOE INT proceed direct SM LOM.



RWY NR. VASI(VAL)-GA 3 0° TCH 53' Thid depict 396' Bot the

FIIFI 100LL IFT A

NOTAM FILE SNS

Helipad H1 90 X 90

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n

TPA-885(800)

3 SE LITC-8(-7DT) N36°39 77' W121°36 38'

S-65, D-100, 2S-127, 2D-170

OX 3

S-25, D-32, 2D-62

RWY 13: REIL. VASI(V4L)-GA 3.0° TCH 50'. Trees. RWY 31: MALSR, PAPI(P2L)—GA 3.0° TCH 59', Rgt tfc. RWY 14-32: H1900X50 (ASPH) S-30, D-45, 2D-75

RWY 26: VASI(V41 )-GA 3 0° TCH 43' RWY 13-31: H4825X150 (ASPH)

(SNS)

RWY 08-26: H6004X150 (ASPH)

S/I

HIRI

RWY 14. Tree AIRPORT REMARKS: Attended continuously, Rwy 14-32 PPR call arpt

manager 831-758-7214. Portions of Twv B between D and N limited twr svc provided. When twr clsd ACTIVATE MIRL Rwv 08-26, HIRL Rwy 13-31, and MALSR Rwy 31-CTAF, REIL Rwy

13. VASI Rwy 08 and Rwy 26. VASI Rwy 13 and PAPI Rwy 31 operate continuously, NOTE: See Special Notices—California Condors

WEATHER DATA SOURCES: ASOS (831) 422-2830, HIWAS 117.3 SNS. UNICOM 122.95

COMMUNICATIONS: CTAF 119.4 ATIS 124.85 RCO 122 6 (OAKLAND RADIO) (R) NORCAL APP/DEP CON 133.0 (360°-150°)

TOWER 119.4 (Oct-Mar 1400-0300Z±, Apr-Sep 1300-0300Z±) AIRSPACE: CLASS D syc Oct-Mar 1400-0300Z±. Apr-Sep 1300-0300Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SNS. (H) VORTACW 117.3 SNS

Chan 120 VOR portion unusable: 010°-016° bvd 22 NM blo 7.000' 010°-016° bvd 26 NM blo 8.000'

DME portion unusable: 010°-080° byd 22 NM blo 8,000' N36°29.46′ W121°28.50′ CHUALAR NDB (MHW) 263 UAD ILS 108.5 I-SNS Rwv 31.

Unusable 360°-080° byd 10 NM, 135°-245° byd 10 NM. HELIPAD H1: H90X90 (ASPH-CONC-AESC)

SALTON SEA (SAS) 1 SW

SALTON CITY

4 SE UTC-8(-7DT)

0.6% up SE

SAN FRANCISCO

H-3B I-3B

ΙΔΡ ΔΠ

PHOENIX

SAN FRANCISCO

L-3B

IAP

N36°39.83′ W121°36.19′ at fld. 101/17E. 016°-080° bvd 22 NM blo 8.000′ 150°-170° bvd 8 NM blo 10.000′ 150°-200° blo 11.000′ 312° 12.1 NM to fld.

UTC-8(-7DT) N33°14.47′ W115°57.16′

TPA-716(800) NOTAM FILE SAN

RWY 07-25: 5000X75 (GRVL) S-28

RWY 07: Rgt tfc.

AIRPORT REMARKS: Unattended. Two inch rocks on rwy. Loose gravel in vicinity of parking area. Occasional ultralight activity on weekends.

**COMMUNICATIONS: CTAF 122.9** 

SAN ANDREAS

CALAVERAS CO-MAURY RASMUSSEN FLD (CPU)

N38°08.77′ W120°38.89′

HELIPAD H1: H65X65 (ASPH) HELIPAN H2: H65X65 (ASPH)

1325 B S4 FUEL 100LL NOTAM FILE RIU RWY 13-31: H3603X60 (ASPH) S-12.5 MIRL RWY 31: VASI(V4R) -GA 3.0° TCH 31'. Rgt tfc. RWY 13: Tree.

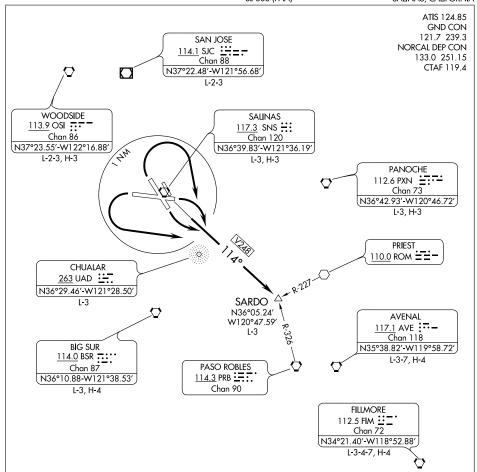
209-736-2501 or 209-754-1908. Helicopter parking positions southeast corner of arpt. MIRL Rwy 13-31 ops dusk-0800Z‡; after 0800Z‡ ACTIVATE MIRL-CTAF. ACTIVATE VASI Rwy 31-CTAF. WEATHER DATA SOURCES: AWOS-3 118.525 (209) 736-2523.

COMMUNICATIONS: CTAF/UNICOM 123.0 ANGLES CAMP RCO 122.3 (RANCHO MURIETA RADIO) NORCAL APP/DEP CON 125.1

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. LINDEN (H) VORTAC 114.8 LIN

Chan 95 N38°04.48' W121°00.23'

AIRPORT REMARKS: Attended Nov-Apr 1600-0100Z‡, May-Oct 1500-0200Z‡. For attendant after hours call 059° 17.4 NM to fld. 260/17E.



NOTE: Rwys 8, 13 departures require a minimum climb of 360' per NM to 6000'. Rwys 26, 31 departures: Cats A and B require minimum climb of 360' per NM to 6000'.

Cats C and D require minimum climb of 550' per NM to 6000'.

NOTE: Chart not to scale.

V

## DEPARTURE ROUTE DESCRIPTION

All aircraft climb outbound on the SNS R-114 (V248) to SARDO INT, then proceed on assigned route. Expect clearance to filed altitude five minutes after departure.

TAKE-OFF RUNWAYS 8 and 31: Turn right within 1 mile to intercept and climb via SNS R-114.

TAKE-OFF RUNWAYS 13 and 26: Turn left within 1 mile to intercept and climb via SNS R-114.

## CHALONE TWO DEPARTURE

#### HOT SPOTS

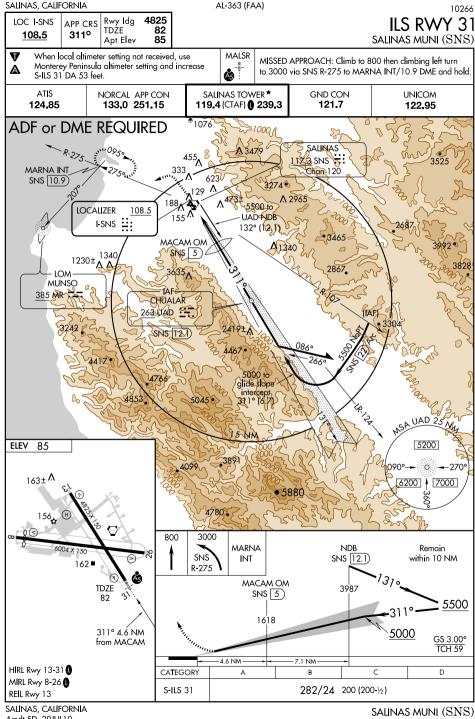
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

increased risk has been reduced or el	iminated.	
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	Rwy 32L apch, Twy A.
HAYWARD, CA		,,,
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
` ,	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA		
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
, ,	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA		,
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA		
METROPOLITAN OAKLAND		
INTL (OAK)	HS 1	Rwy 27R, Twy A and Twy B.
	HS 2	Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex
		int.
SACRAMENTO, CA		
SACRAMENTO INTL (SMF)	HS 1	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		
NORMAN Y. MINETA SAN		
JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

23 SEP 2010 to 21 OCT 2010

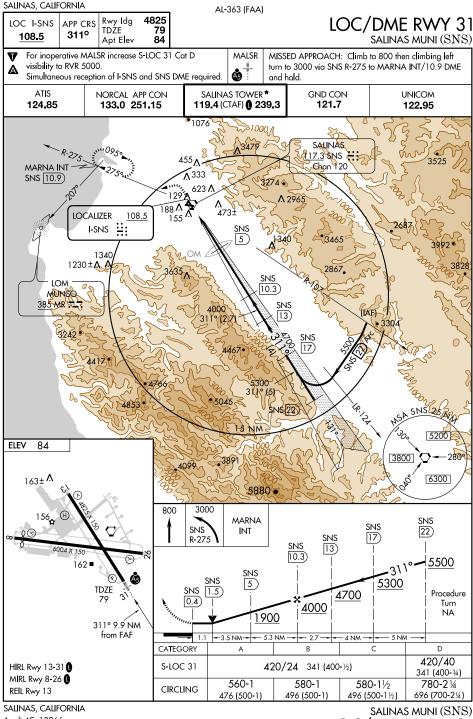
<sup>\*</sup>See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.



Amdt 5D 29JUL10

23 SEP 2010 to 21 OCT 2010

ILS RWY 31



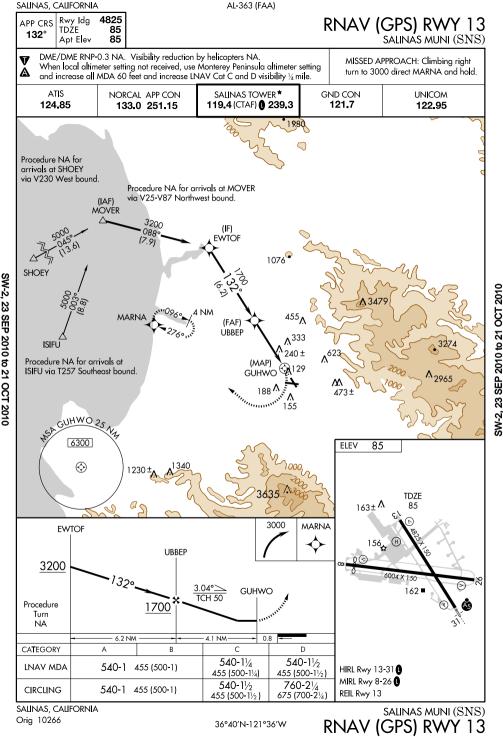
Amdt 4C 10266

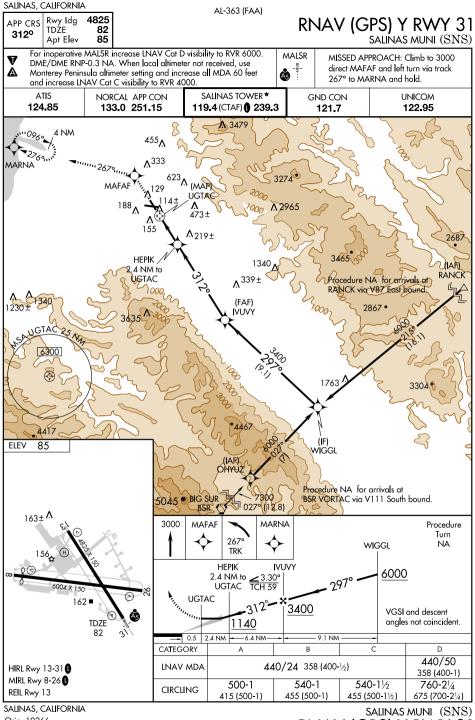
SW-2,

23 SEP 2010 to 21 OCT 2010

36°40′N-121°36′W

DME RWY 31

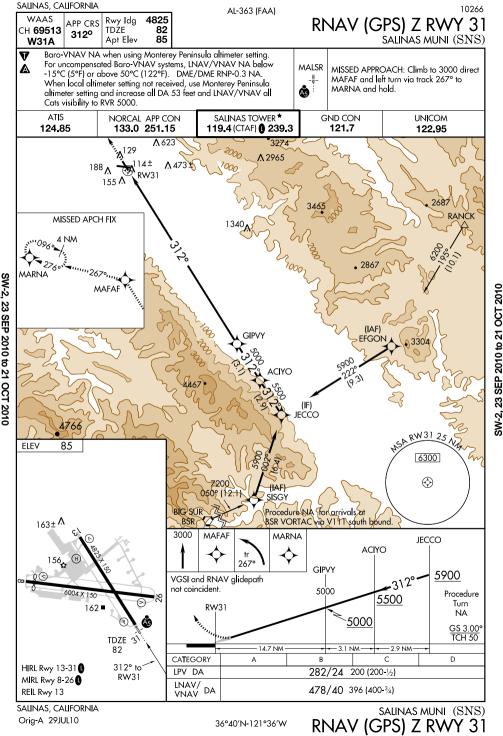


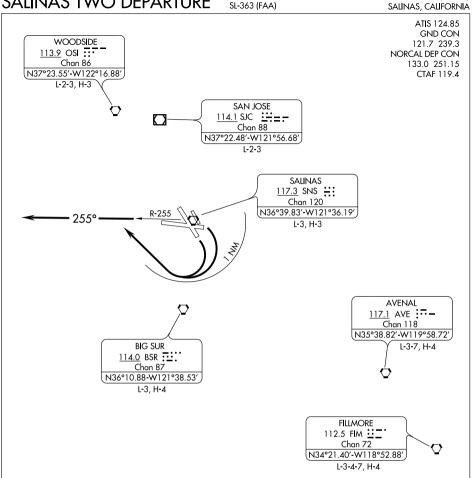


Orig 10266

SW-2, 23 SEP 2010 to 21 OCT 2010

36°40′N-121°36′W RNAV (GPS)





V

NOTE: Chart not to scale.

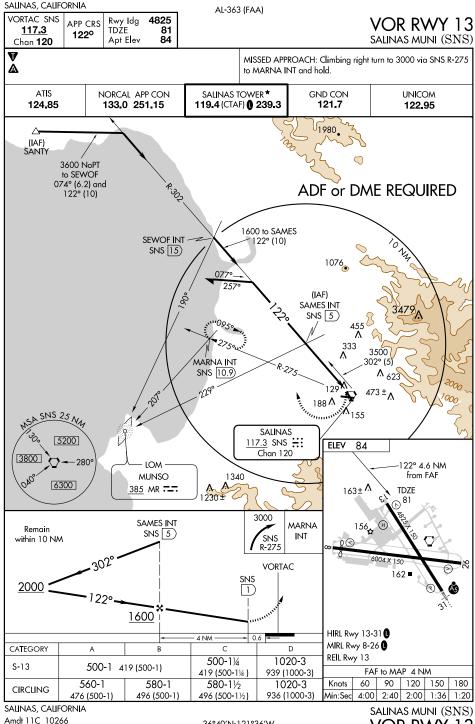
SW-2, 23 SEP 2010 to 21 OCT 2010

### DEPARTURE ROUTE DESCRIPTION

All aircraft expect vectors to assigned route. Maintain 6000'. Expect clearance to filed altitude five minutes after departure.

TAKE-OFF RUNWAYS 8 and 13: Turn right within one mile to intercept and climb via SNS R-255 for vector.

TAKE-OFF RUNWAYS 26 and 31: Climb on SNS R-255 for vector.



SW-2,

23 SEP 2010 to 21 OCT 2010

RWY NR. VASI(VAL)-GA 3 0° TCH 53' Thid depict 396' Bot the

FIIFI 100LL IFT A

NOTAM FILE SNS

Helipad H1 90 X 90

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n

TPA-885(800)

3 SE LITC-8(-7DT) N36°39 77' W121°36 38'

S-65, D-100, 2S-127, 2D-170

OX 3

S-25, D-32, 2D-62

RWY 13: REIL. VASI(V4L)-GA 3.0° TCH 50'. Trees. RWY 31: MALSR, PAPI(P2L)—GA 3.0° TCH 59', Rgt tfc. RWY 14-32: H1900X50 (ASPH) S-30, D-45, 2D-75

RWY 26: VASI(V41 )-GA 3 0° TCH 43' RWY 13-31: H4825X150 (ASPH)

(SNS)

RWY 08-26: H6004X150 (ASPH)

S/I

HIRI

RWY 14. Tree AIRPORT REMARKS: Attended continuously, Rwy 14-32 PPR call arpt

manager 831-758-7214. Portions of Twv B between D and N limited twr svc provided. When twr clsd ACTIVATE MIRL Rwv 08-26, HIRL Rwy 13-31, and MALSR Rwy 31-CTAF, REIL Rwy

13. VASI Rwy 08 and Rwy 26. VASI Rwy 13 and PAPI Rwy 31 operate continuously, NOTE: See Special Notices—California Condors

WEATHER DATA SOURCES: ASOS (831) 422-2830, HIWAS 117.3 SNS. UNICOM 122.95

COMMUNICATIONS: CTAF 119.4 ATIS 124.85 RCO 122 6 (OAKLAND RADIO) (R) NORCAL APP/DEP CON 133.0 (360°-150°)

TOWER 119.4 (Oct-Mar 1400-0300Z±, Apr-Sep 1300-0300Z±) AIRSPACE: CLASS D syc Oct-Mar 1400-0300Z±. Apr-Sep 1300-0300Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SNS. (H) VORTACW 117.3 SNS

Chan 120 VOR portion unusable: 010°-016° bvd 22 NM blo 7.000' 010°-016° bvd 26 NM blo 8.000'

DME portion unusable: 010°-080° byd 22 NM blo 8,000' N36°29.46′ W121°28.50′ CHUALAR NDB (MHW) 263 UAD ILS 108.5 I-SNS Rwv 31.

Unusable 360°-080° byd 10 NM, 135°-245° byd 10 NM. HELIPAD H1: H90X90 (ASPH-CONC-AESC)

SALTON SEA (SAS) 1 SW

SALTON CITY

4 SE UTC-8(-7DT)

0.6% up SE

SAN FRANCISCO

H-3B I-3B

ΙΔΡ ΔΠ

PHOENIX

SAN FRANCISCO

L-3B

IAP

N36°39.83′ W121°36.19′ at fld. 101/17E. 016°-080° bvd 22 NM blo 8.000′ 150°-170° bvd 8 NM blo 10.000′ 150°-200° blo 11.000′ 312° 12.1 NM to fld.

UTC-8(-7DT) N33°14.47′ W115°57.16′

TPA-716(800) NOTAM FILE SAN

RWY 07-25: 5000X75 (GRVL) S-28

RWY 07: Rgt tfc.

AIRPORT REMARKS: Unattended. Two inch rocks on rwy. Loose gravel in vicinity of parking area. Occasional ultralight activity on weekends.

**COMMUNICATIONS: CTAF 122.9** 

SAN ANDREAS

CALAVERAS CO-MAURY RASMUSSEN FLD (CPU)

N38°08.77′ W120°38.89′

HELIPAD H1: H65X65 (ASPH) HELIPAN H2: H65X65 (ASPH)

1325 B S4 FUEL 100LL NOTAM FILE RIU RWY 13-31: H3603X60 (ASPH) S-12.5 MIRL RWY 31: VASI(V4R) -GA 3.0° TCH 31'. Rgt tfc. RWY 13: Tree.

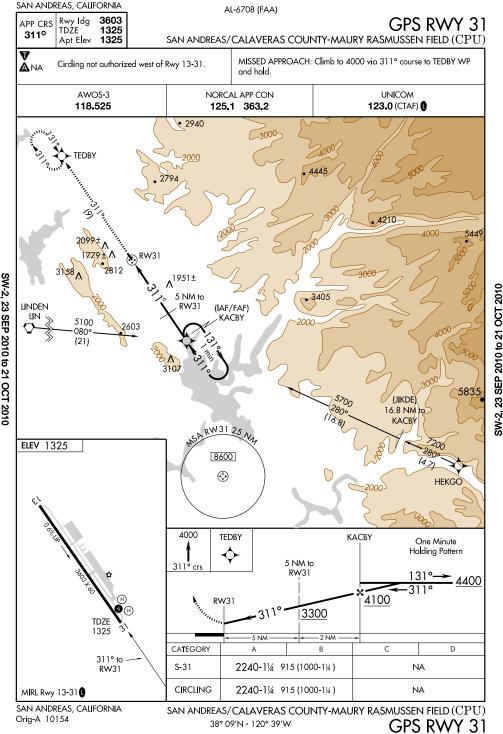
209-736-2501 or 209-754-1908. Helicopter parking positions southeast corner of arpt. MIRL Rwy 13-31 ops dusk-0800Z‡; after 0800Z‡ ACTIVATE MIRL-CTAF. ACTIVATE VASI Rwy 31-CTAF. WEATHER DATA SOURCES: AWOS-3 118.525 (209) 736-2523.

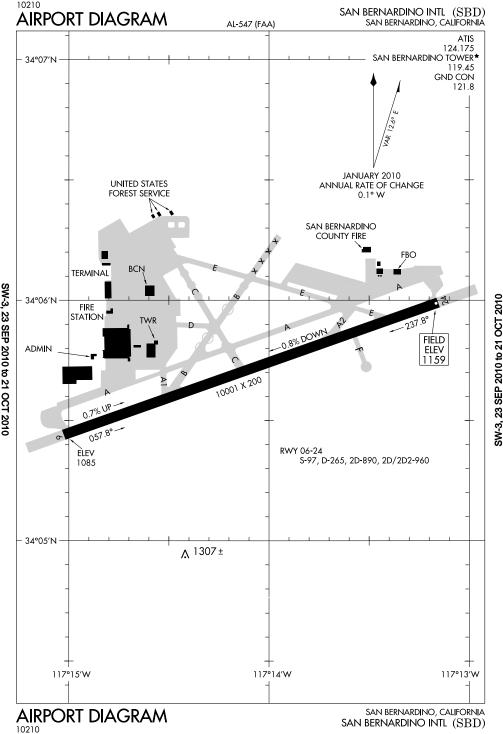
COMMUNICATIONS: CTAF/UNICOM 123.0 ANGLES CAMP RCO 122.3 (RANCHO MURIETA RADIO) NORCAL APP/DEP CON 125.1

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. LINDEN (H) VORTAC 114.8 LIN

Chan 95 N38°04.48' W121°00.23'

AIRPORT REMARKS: Attended Nov-Apr 1600-0100Z‡, May-Oct 1500-0200Z‡. For attendant after hours call 059° 17.4 NM to fld. 260/17E.





IAP. AD

LOS ANGELES COPTER

H-41, L-4H, 7C, A

## **CALIFORNIA**

SAN BERNARDINO INTL (SBD) 2 SE UTC-8(-7DT) N34°05.73' W117°14.07' 1159 B S4 FUEL 100LL, JET A OX 1 TPA—1959(800) LRA Class IV, ARFF Index A

NOTAM FILE RAL RWY 06-24: H10001X200 (CONC-GRVD) S-97, D-265, 2D-890, 2D/2D2-960 HIRL

RWY 06: PAPI(P4L)-GA 3.0° TCH 52'. Rgt tfc. 0.7% up.

RWY 24: PAPI(P4L)-GA 3.0° TCH 50', 0.8% down. AIRPORT REMARKS: Attended 1600-0100Z‡. After hours general aviation access and fuel available with PPR call fixed base operator 909-382-0101. Periodic live firefighting training producing smoke and light emissions approximately 6000'

northeast of Rwy 06 thld. Rwy 06 designated calm wind rwy. High terrain N and E of arpt. Rwy 06-24 strength rated for the A380 at 1,300,000 lbs. Fire fighting acft ctc US Forest Svc tanker base on ground frequency 123.975. 24 hr PPR for air carrier acft operating under FAR Part 121 or Part 380, ctc arpt manager via pager at

909-426-4324, ARFF avbl with 24 hr prior permission only. Twy F Igts OTS indef. Rwv 24 PAPI unusable bvd 4 NM due to high terrain. HIRL preset low ints. to increase ints ACTIVATE—CTAF. PAPI Rwy 06 and Rwy 24 operate continuously.

WEATHER DATA SOURCES: AWOS-3 124.175 (909) 382-0067. COMMUNICATIONS: CTAF 119.45 ATIS 124.175 UNICOM 122.975 R SOCAL APP/DEP CON 135.4 (S-SW) 134.0 (E-S) 127.25 (N-NE) 125.5

TOWER 119.45 (1500-0500Z‡) **GND CON 121.8** 

(SW-N) 119.65 (NE-E)

AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°31.80' 039° 18.0 NM to fld 1432/15E. PETIS NDB (HW) 397 SB N34°03.39′ W117°21.97′ 056° 6.9 NM to fld. NOTAM FILE ONT. NDB unmonitored.

ILS 109.3 I-SBD Rwv 06. ILS unmonitored 0500-1500Z±.

FUEL 100LL, JET A OX 1, 3, 4 TPA-805(800) NOTAM FILE SQL

SAN CARLOS UTC-8(-7DT) N37°30.71' W122°14.97' (SOL) 2 NE

RWY 12-30: H2600X75 (ASPH) S-12.5 RWY 12: REIL, VASI(V2L)—GA 3.0° TCH 25', Pole.

RWY 30: REIL. VASI(V2L)-GA 3.0° TCH 25'. Levee. Rgt tfc. AIRPORT REMARKS: Attended 1500-0500Z‡. Migratory bird activity on

and in vicinity of arpt, 100' steel transmission towers and powerlines located 750' west and parallel to Rwy 12-30. 7' lighted dike located in rwy safety area on apch end Rwy 30. Calm wind Rwy 12. No touch and go landings, or stop and go landings, when twr clsd. Noise sensitive areas south through northeast of

650-573-3700. When twr clsd, ACTIVATE MIRL Rwy 12-30 and

**GND CON 121.6** 

REIL Rwv 30-119.0. WEATHER DATA SOURCES: AWOS-3 125.9 (650) 593-0613. Plus

arpt. For noise abatement procedures ctc arpt manager

precipitation. LAWRS. COMMUNICATIONS: CTAF 119.0 ATIS 125.9 (650) 593-0613

UNICOM 122.95 R NORCAL APP CON 133.95 135.65

(R) NORCAL DEP CON 135.65

TOWER 119.0 (1500-0500Z±)

AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.

WOODSIDE (L) VORTACW 113.9 OSI Chan 86 N37°23.55′ W122°16.88′ 355° 7.3 NM to fld. 2270/17E. COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.

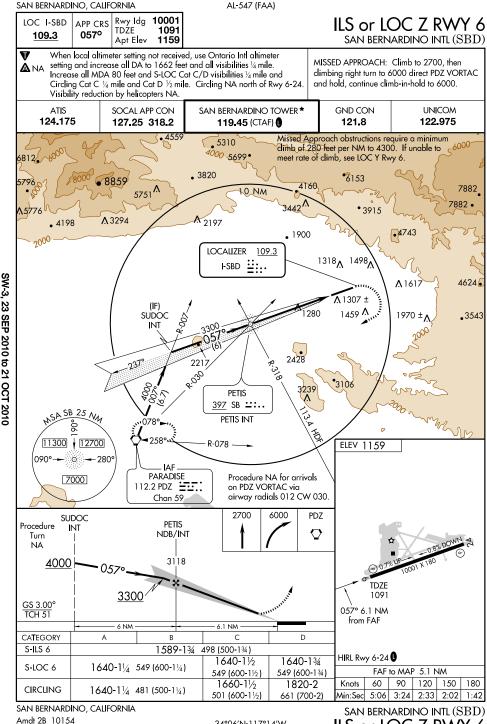
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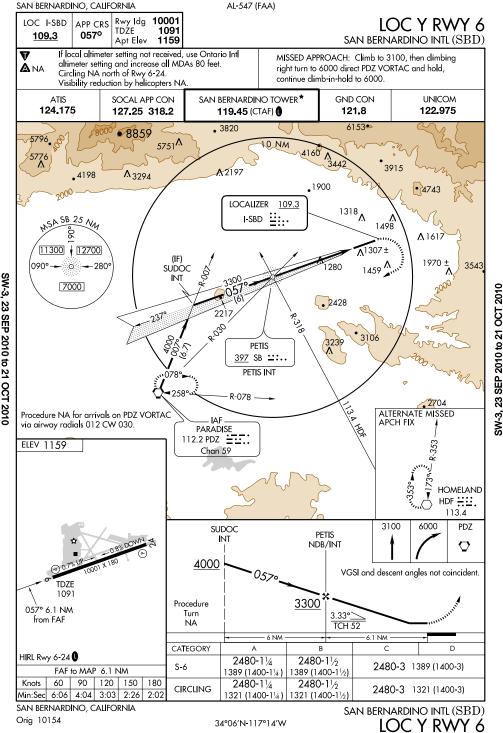
SAN FRANCISCO

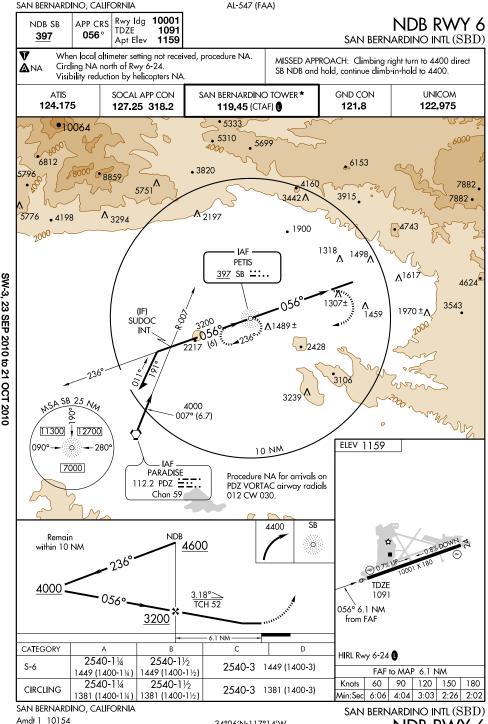
L-2F, 3B, A

IAP. AD

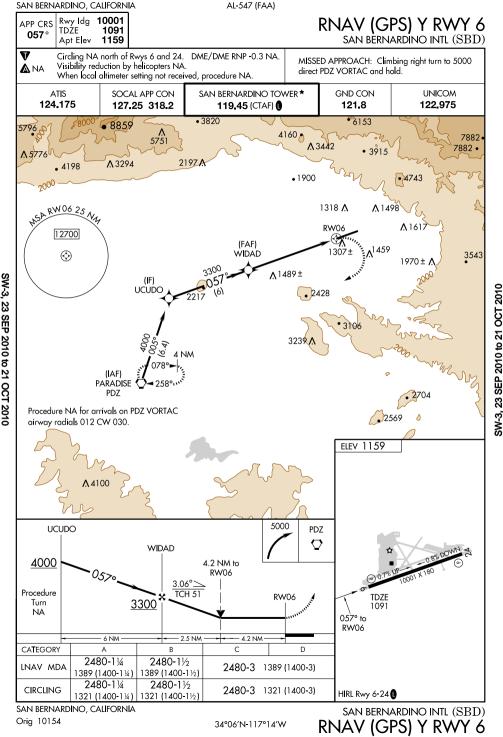


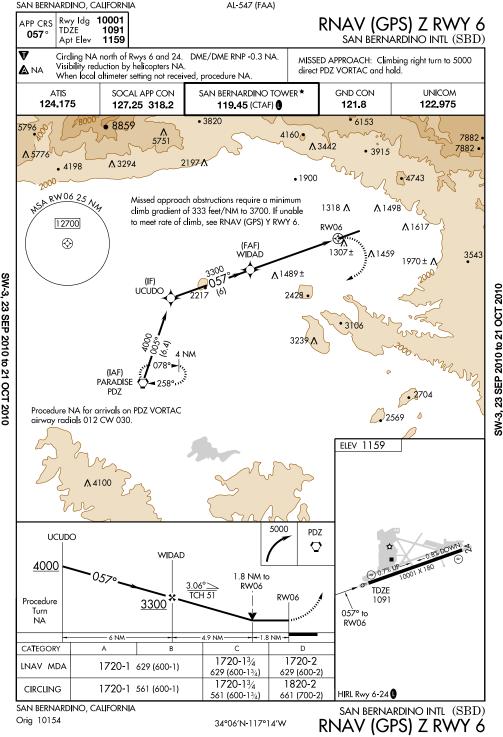


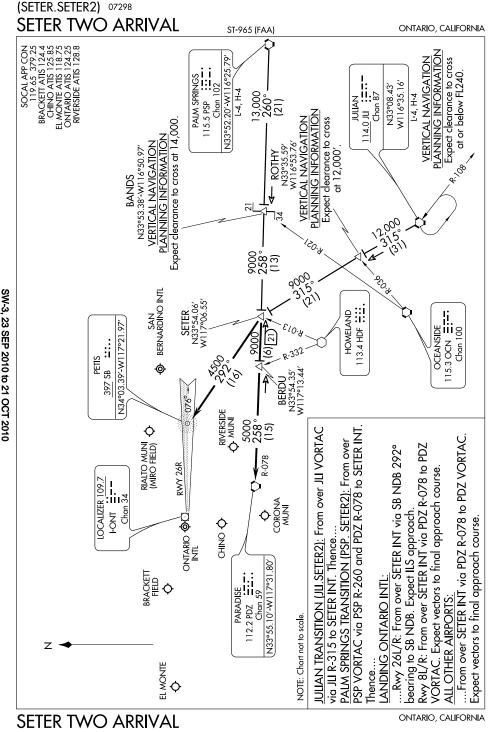


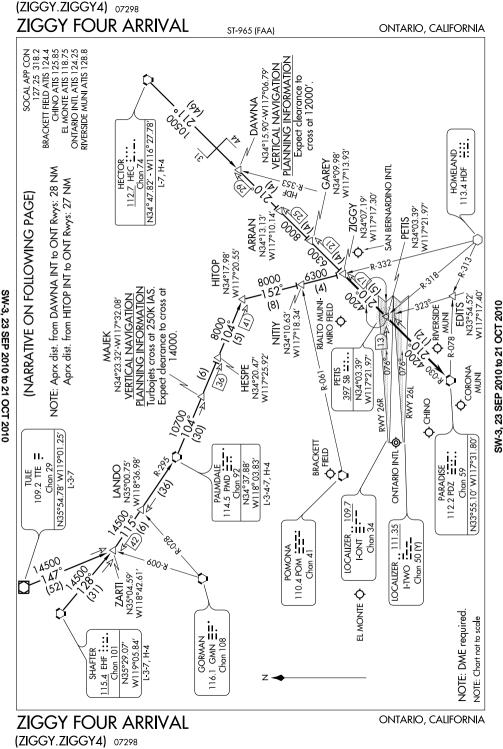


NDB









ZIGGY FOUR ARRIVAL

## ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

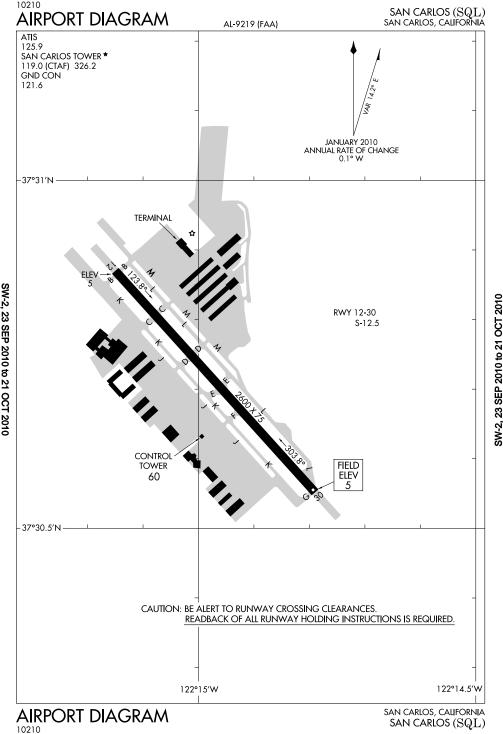
TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

# LANDING ONTARIO INTL:

- .... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- .... RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

## ALL OTHER AIRPORTS:

- .... From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.
- LOST COMMUNICATIONS: For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.



IAP. AD

L-2F, 3B, A

Leve

LOS ANGELES COPTER

H-41, L-4H, 7C, A

## **CALIFORNIA**

SAN BERNARDINO INTL (SBD) 2 SE UTC-8(-7DT) N34°05.73' W117°14.07' 1159 B S4 FUEL 100LL, JET A OX 1 TPA—1959(800) LRA Class IV, ARFF Index A

NOTAM FILE RAL RWY 06-24: H10001X200 (CONC-GRVD) S-97, D-265, 2D-890, 2D/2D2-960 HIRL

RWY 06: PAPI(P4L)-GA 3.0° TCH 52'. Rgt tfc. 0.7% up.

RWY 24: PAPI(P4L)-GA 3.0° TCH 50', 0.8% down. AIRPORT REMARKS: Attended 1600-0100Z‡. After hours general aviation access and fuel available with PPR call fixed base operator 909-382-0101. Periodic live firefighting training producing smoke and light emissions approximately 6000' northeast of Rwy 06 thld. Rwy 06 designated calm wind rwy. High terrain N and E of arpt. Rwy 06-24 strength rated for the A380 at 1,300,000 lbs. Fire fighting acft ctc US Forest Svc tanker base on ground frequency 123.975. 24 hr PPR for air carrier acft operating

under FAR Part 121 or Part 380, ctc arpt manager via pager at 909-426-4324, ARFF avbl with 24 hr prior permission only. Twy F Igts OTS indef. Rwv 24 PAPI unusable bvd 4 NM due to high terrain. HIRL preset low ints. to increase ints ACTIVATE—CTAF. PAPI Rwy 06 and Rwy 24 operate continuously.

WEATHER DATA SOURCES: AWOS-3 124.175 (909) 382-0067. COMMUNICATIONS: CTAF 119.45 ATIS 124.175 UNICOM 122.975 R SOCAL APP/DEP CON 135.4 (S-SW) 134.0 (E-S) 127.25 (N-NE) 125.5

TOWER 119.45 (1500-0500Z‡) **GND CON 121.8** 

(SW-N) 119.65 (NE-E)

AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°31.80' 039° 18.0 NM to fld 1432/15E.

PETIS NDB (HW) 397 SB N34°03.39′ W117°21.97′ 056° 6.9 NM to fld. NOTAM FILE ONT. NDB unmonitored.

ILS 109.3 I-SBD Rwv 06. ILS unmonitored 0500-1500Z±. SAN CARLOS UTC-8(-7DT) N37°30.71' W122°14.97' (SOL) 2 NE SAN FRANCISCO

FUEL 100LL, JET A OX 1, 3, 4 TPA-805(800) NOTAM FILE SQL

RWY 12-30: H2600X75 (ASPH) S-12.5

RWY 12: REIL, VASI(V2L)—GA 3.0° TCH 25', Pole.

RWY 30: REIL. VASI(V2L)-GA 3.0° TCH 25'. Levee. Rgt tfc. AIRPORT REMARKS: Attended 1500-0500Z‡. Migratory bird activity on

and in vicinity of arpt, 100' steel transmission towers and powerlines located 750' west and parallel to Rwy 12-30. 7' lighted dike located in rwy safety area on apch end Rwy 30. Calm wind Rwy 12. No touch and go landings, or stop and go landings, when twr clsd. Noise sensitive areas south through northeast of arpt. For noise abatement procedures ctc arpt manager

650-573-3700. When twr clsd, ACTIVATE MIRL Rwy 12-30 and

REIL Rwv 30-119.0. WEATHER DATA SOURCES: AWOS-3 125.9 (650) 593-0613. Plus precipitation. LAWRS.

COMMUNICATIONS: CTAF 119.0 ATIS 125.9 (650) 593-0613 UNICOM 122.95

R NORCAL APP CON 133.95 135.65

(R) NORCAL DEP CON 135.65 TOWER 119.0 (1500-0500Z±) **GND CON 121.6** 

AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.

WOODSIDE (L) VORTACW 113.9 OSI Chan 86 N37°23.55′ W122°16.88′ 355° 7.3 NM to fld. 2270/17E.

IAP. AD Eller of the state of the state

10001 X 200 A

# POINT REYES ONE ARRIVAL

(NARRATIVE ON FOLLOWING PAGE)

23 SEP 2010 to 21 OCT 2010

NOTE: Chart not to scale.

23 SEP 2010 to 21 OCT 2010

POINT REYES ONE ARRIVAL

SW-2, 23 SEP 2010 to 21 OCT 2010

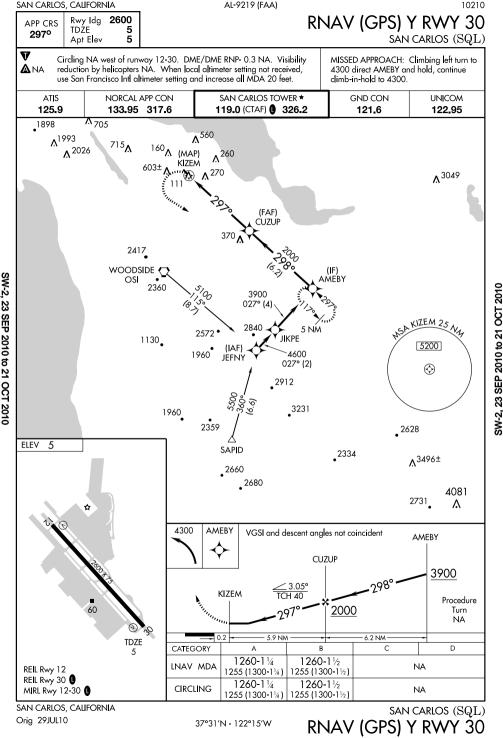
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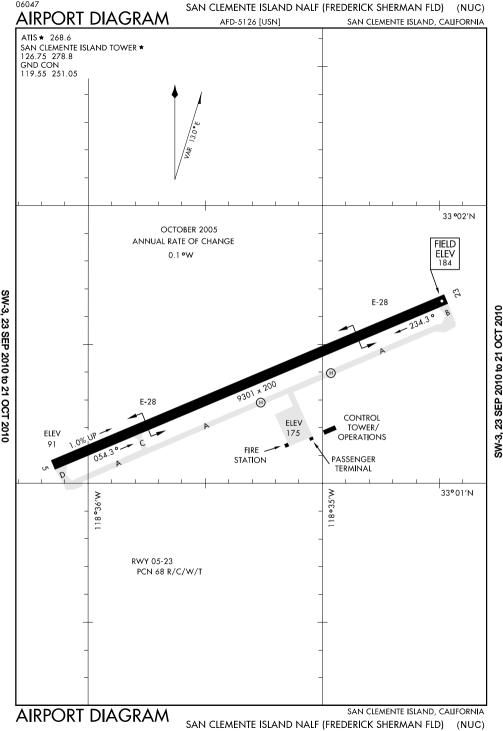
MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence....

 $\underline{\text{MENDOCINO TRANSITION (ENI.PYE1):}} \ \text{From over ENI VORTAC via ENI R-146} \\ \text{and PYE R-325 to PYE VORTAC. Thence....}$ 

SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence....

....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course.





## SAN CLEMENTE ISLAND NALF (FREDRICK SHERMAN FLD) (NUC)

N33°01 36' W118°35 31'

184 B NOTAM FILE NUC

RWY 05-23: H9301X200 (CONC) PCN 68 R/C/W/T HIRI RWY 05. RFII RWY 23: OLS. REIL. 1.0% down. ARRESTING GFAR/SYSTEM RWY 05: HOOK E-28(B) (2201') HOOK E-28(B) (2025') RWY 23

MILITARY SERVICE: JASU 1(GTC-85) 1(A-4). FIIFL 15 FIIIIN SP MILITARY REMARKS: Opr Mon-Thu 1600-0200Z‡, Fri 1600-0000Z‡, CLOSED Sat, Sun and hol. Other times by NOTAM, RSTD PPR for civil acft at all times and mil other times, DSN 524-9240, Reg to use NUC as BINGO fld for carrier opr rgr 7 days prior notice and special air opr after normal opr hr require 72 hr prior notice thru San

Clemente Island Air OPS DSN 524-9240. CAUTION Extensive missile and off-shore bombardment in vicinity of San Clemente Island, Beaver TACAN NSD Chan 86 located 11 NM S of NUC TACAN Chan 123. Perimeter road in close proximity to airfield, use extreme caution. Hold short mark 100' from rwy edge. Expect hold short instructions from twr. TFC PAT Reduced rwy separation standard in effect USN/USMC acft. MISC Acft desiring radar advisory syc ctc twr 20 NM out. No search and rescue facility normally aybl (crash boat and helicopter). Flt planning svc not avbl. Acft transition W291 ctc Beaver Control 120.85 266.9. ACTIVATE 5 step HIRL Rwy 05-23, 1 step REIL Rwy 05-23 after normal working hrs for emergencies 119.55. COMMUNICATIONS: ATIS 268.6 (Mon-Thu 1600-0200Z‡, Fri 1600-0000Z‡, clsd weekends and holidays. Other times

by NOTAM.) TOWER 126.75 278.8 340.2 (Mon-Thu 1600-02007±, Fri 1600-00007±, clsd weekends and holidays, Other times by NOTAM.) GND CON 119.55 251.05 (R) RADAR ADVISORY SERVICE (BEAVER CONTROL) 120.85 266.9 (Ctc twr 20 NM out).

AIRSPACE: CLASS D svc Mon-Thu 1600-0200Z‡. Fri 1600-0000Z‡ except Sat. Sun and holidays other times by NOTAMS, Other times CLASS G.

SAN DIFGO

RADIO AIDS TO NAVIGATION: NOTAM FILE NUC

RCO 122 4 122 2 (SAN DIEGO RADIO)

N33°08.43' W116°35.16'

BEAVER (W) TACAN Chan 86 (NSD 113.9) N32°52.79' W118°26.45' 305° 11.3 NM to fld. 2000/14E. (L) TACAN Chan 123 NUC (117.6) N33°01.62' W118°34.78' at fld. 161/15E. Opr only during NOTAM hr Class D Airspace.

ASR/PAR PAR may not be avbl due to scheduled MP on Tue 1800-2000Z‡. COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

LOS ANGELES

1 - 41

UTC-8(-7DT)

INS ANGELES

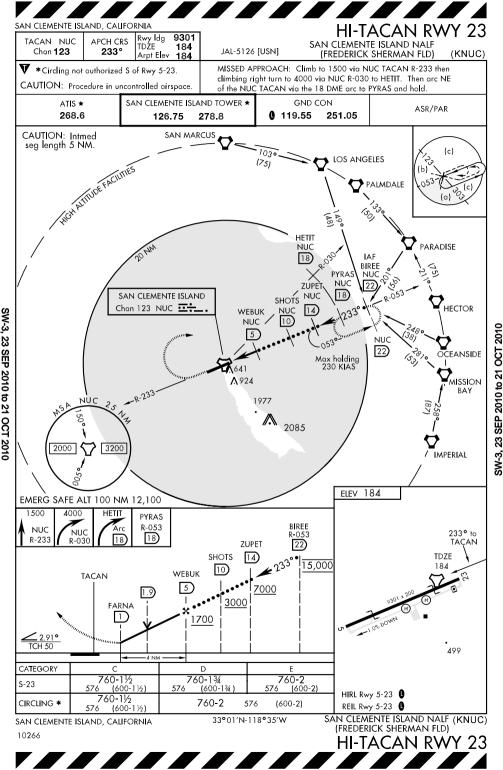
H-41 I-4G

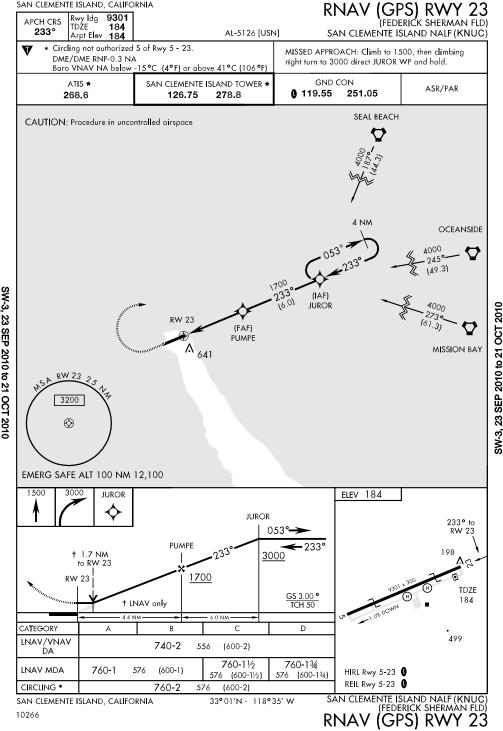
DIAP. AD

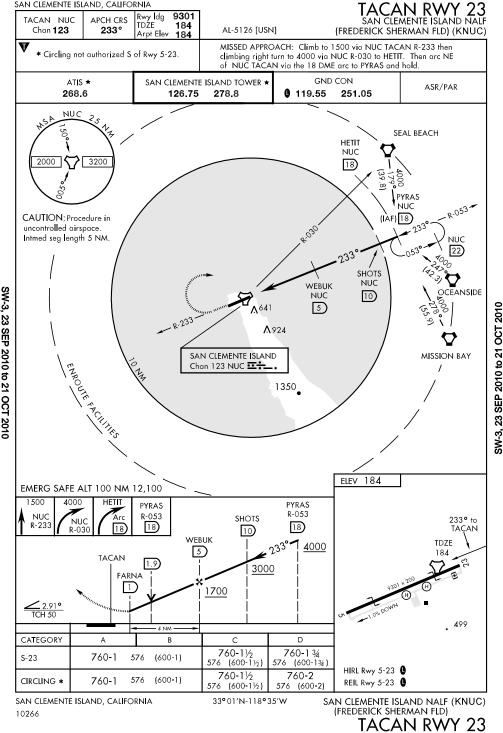
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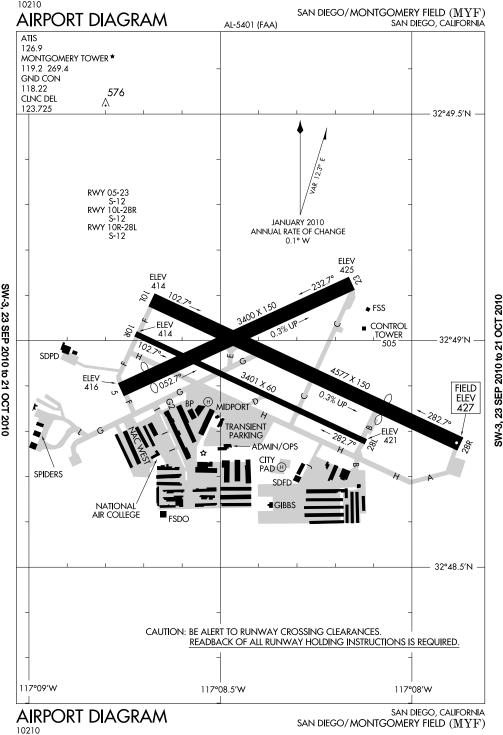
NΔF

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### MONTGOMERY FLD (MYF) 6 N UTC-8(-7DT) N32°48.94' W117°08.38' LOS ANGELES 427 S4 FUEL 100LL, JET A OX 1, 4 TPA-See Remarks NOTAM FILE MYF L-4H RWY 10L-28R: H4577X150 (ASPH-RFSC) S-12 MIRL 0.3% up E IAP AD RWY 10L: VASI(V4L)-GA 3.0° TCH 40'. Tree. Helipad H1: 100 X 100 RWY 28R: MALSR. VASI(V4L)-GA 3.0° TCH 29'. Thid dspicd 1176'. Helipad H2: 48 X 48 Rgt tfc. RWY 05-23: H3400X150 (ASPH) S-12 0.3% up NE €3 RWY 05: Thid dsplcd 389'. P-line. RWY 23: Tree.

RWY 10R-28L: H3401X60 (ASPH-RFSC) S = 12RWY 10R: Tree. Rgt tfc. RWY 28L: REIL. Tree. AIRPORT REMARKS: Attended Mon-Fri 1400-02007±. Be alert heavy acft activity in the vicinity of Lake Murray and Mt Soledad, Pilots are urged to be vigilant for other acft in these areas and to ctc the

twr early enough for timely traffic advisories if proceeding east VORTAC, Be alert birds on and in the vicinity of arpt, Covote activity on runways and taxiways. Arpt use restricted by arpt

bound advise twr of destination arpt. Be alert to military jet acft invof arpt and 4.7 NM NW of arpt bearing 312° invof Mission Bay ଫଫଫ manager to acft having maximum certificated gross tkf weight of 20,000 pounds or less. Overweight acft subject to fines. Touch and go ops are prohibited 0500-1430Z‡. Intersection tkfs and stop-and-go's are prohibited at all times. Practice low approaches are prohibited 0730-1430Z±. Simulated engine failures are prohibited over residential areas. No iet touch and go ops. For noise abatement regulations ctc the noise abatement office at 858-573-1436. Acft with high noise levels are requested to use Rwy 10L-28R. Ldg fees for ops by PART 135 certified acft. Extreme noise sensitive areas west and south of arpt. Noise monitoring in effect. Maximum noise limit 0730-1430Z± 70 DB over residential areas. Maximum noise limit 1430-0730Z‡ 88 DB. Dep use Rwy 10L when tower not opr and wind permitting. No practice low apchs 0730-1430Z‡. TPA Rwy 10R-28L and 05-23 single engine 1427(1000)

and multi-engine/turbo powered 2027(1600). TPA-Rwy 10L-28R 1227(800) single engine, 2027(1600) multi-engine/turbo. When twr clsd MIRL Rwy 10L-28R opr continuously. When twr clsd ACTIVATE MALSR Rwy

28R and VASI Rwy 10L and Rwy 28R-119.2. WEATHER DATA SOURCES: ASOS (858) 576-4337. COMMUNICATIONS: CTAF 119.2 ATIS 126.9 (858) 277-3075 UNICOM 122.95

(R) SOCAL DEP CON 119.6 TOWER 119.2 125.7 (1400-0500Z‡) GND CON 118.22

AIRSPACE: CLASS D svc 1400-0500Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SAN

MISSION BAY (H) VORTACW 117.8 MZB Chan 125

Chan 54 Rwv 28R.

HELIPAD H1: H100X100 (ASPH)

permission from arpt ops ctc 858-573-1440.

(R) SOCAL APP CON 124.35

HELIPAD H3: H48X48 (ASPH)

HELIPAD H2: H48X48 (ASPH)

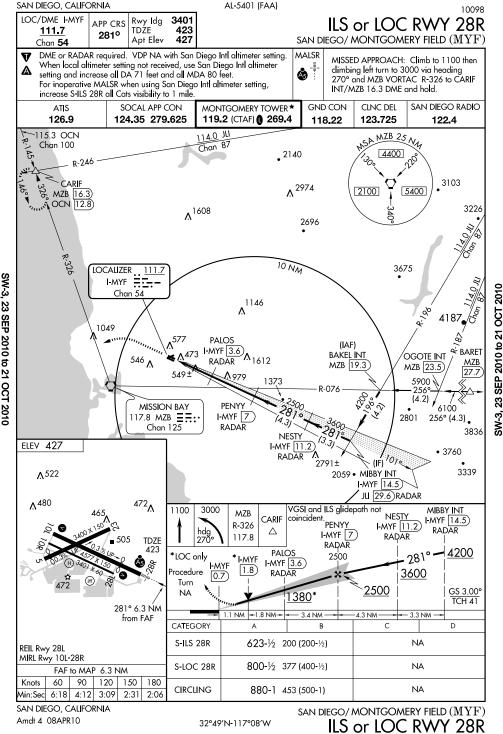
limited to 6,000 lbs maximum certificated gross tkf weight. No midport overnight parking without prior

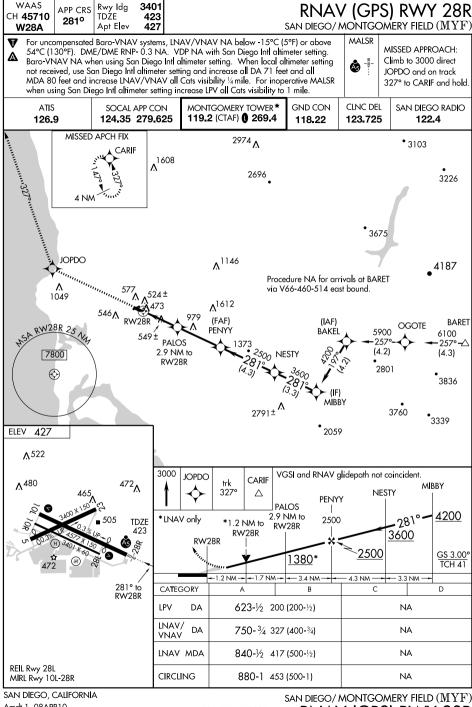
HELIPORT REMARKS: Cityport helipad limited to 20,000 lbs maximum certificated gross tkf weight. Midport helipad

**CLNC DEL 123.725** 

N32°46.93' W117°13.53' LOC/DME unmonitored when twr clsd.

050° 4.8 NM to fld. 12/15E.





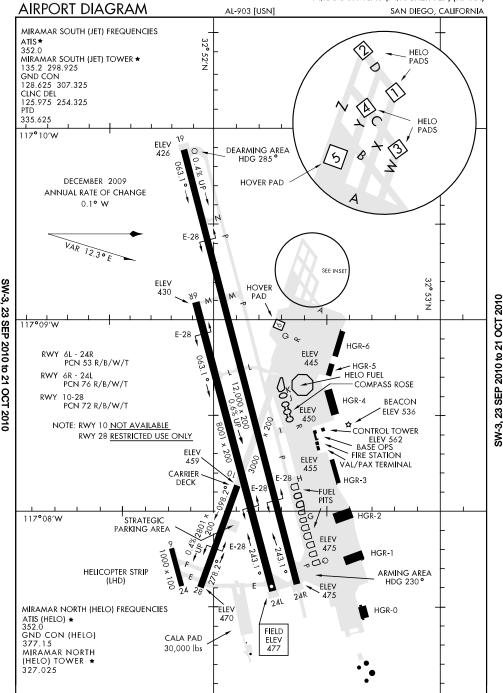
AL-5401 (FAA)

SAN DIEGO, CALIFORNIA

SW-3,

23 SEP 2010 to 21 OCT 2010

10098



## 130 CALIFORNIA

### MIRAMAR MCAS (NKX)(KNKX) MC 3 N UTC-8(-7DT)

N32°52.10' W117°08.50'

477 B NOTAM FILE NKX Not insp. RWY 06L-24R: H12000X200 (CONC) PCN 66 R/B/W/T HIRL CL RWY 06L: OLS. PAPI(P4L)—GA 3.0° TCH 52'. 0.4% up. RWY 24R: ALSF1. OLS. PAPI(P4L)-GA 3.0° TCH 55'.

PCN 62 R/B/W/T

RWY 24L: OLS. PAPI(P4L)-GA 3.0° TCH 47'. RWY 10-28: H2802X200 (CONC) PCN 64 R/B/W/T HIRL RWY 28: OLS. ARRESTING GEAR/SYSTEM

RWY 06R: OLS. PAPI(P4L)-GA 3.0° TCH 55'.

RWY 06R-24L: H8001X200 (PEM)

RWY 06L HOOK E28(B) (2490') RWY 06R HOOK E28(B) (1052')

0.4% up SW

MILITARY SERVICE: LGT ACTIVATE HIRL, centerline lgts Rwy 06L-24R and ALSF1, PAPI Rwy 06L-24R on 298,925 or 133.475. PAPI Rwy Reference Point not coincidental with PAR Rwy 24L. PAPI units for Rwy 06R and Rwy 06L are A-GEAR Short fld A-gear Rwy 24R normal de-rigged. optimized for height group 2 type acft. JASU (A/M47A-4) (NC-10A1) (NC-10C) FUEL J5 shuttle svc avbl. All VIP acft ctc AfId OPS on PTD 15 min prior to arrival. No AMC fleet svc avbl. ALCE team rgr for

OIL 0-148-156

HOOK E28(B) (2300') RWY 24R

HOOK E28(B) (2301') RWY 24L HOOK E28(B) (2098' OVRN) RWY 28

FLUID SP LHOX LOX all AMC flt. Limited transient svc, no tie-down, oil/laboratory analysis or transient maintenance svc avbl.

MILITARY REMARKS: Opr Mon-Thu 1530-0800Z‡, Fri 1530-0200Z‡, Sat CLOSED, Sun 2200-0200Z‡. Fld CLOSED national holidays and national holiday weekends. See FLIP/AP/1 Supplementary Arpt Remarks. RSTD PPR for all

LOS ANGELES

H-41, L-4H

DIAP. AD

tran acft ctc Visiting Acft Line DSN 267-4284/4285, C858-577-4284/4285 (PPR rstd to 30 min before/after approved time, PPR not valid outside of this window and must be re-coordinated prior to arrival). Prior coordination rgr for AMC/NALO mission with Afld OPS DSN 267-4419/4277, C858-577-4419/4277. After normal working hrs ctc DSN 267-4028/4029/4277, C858-577-4028/4029/4277. 24 hr prior notice for acft with haz cargo. All acft detachments will rgr a host unit and Station Commander approval 90 days prior. For

staging (local training flt) or VIP acft ctc Visiting Acft Line DSN 267-4284/4285, C858-577-4284/4285. All

TOWER 135.2 298.925 340.2 (Mon-Thu 1530-0800Z‡, Fri 1530-0200Z‡, Sat clsd, Sun 2200-0200Z‡. Fld

acft detachments will require a host unit and Station Commander approval 90 days prior. CAUTION High mid-air

potential, exercise extreme vigilance. Water on the rubber build-up areas of the rwy may produce poor traction and/or breaking action and standing water on rwy may produce hydroplaning condition. Extensive general

aviation traffic all altitudes, all directions near afld. High volume civilian VFR traffic along coast W of airfield. All acft arr/dep VFR via corridor rules to/from coastline are advised to exercise extreme caution to avoid hang

glider activity near Torrey Pines golf course. NKX R-280/5 DME. TFC PAT Reduced rwy separation standards in

effect USN/USMC acft opr on parallel rwy 700' apart. Multi practice apch Rwy 06L and Rwy 06R not authorized. Radar vectors to final apch, expect steep descent. Rwy 10 not avbl and Rwy 28 emerg use only. NS ABTMT Strictly

**CLNC DEL** 125.975

LOS ANGELES

H-41, L-4H

at fld. 430/15E.

190°-219° byd 20 NM

308°-350° byd 20 NM blo 8,000′

310°-350° bvd 30 NM blo 10 000'

enforced, mandatory procedure and course rules. All transient acft must review and sign Noise Abatement form

COMMUNICATIONS: SFA

PTD 335.625 R SOCAL APP CON 132.2 269.1 288.325 (288.325 Acft depart W-291 for NKX arrival)

CLOSED national holidays and national holiday weekends. GND CON 128.625 307.325

N32°52.18' W117°09.29'

NOTAM FILE SAN.

050°4.8 NM to Montgomery Fld. 12/15E.

Radar required.

ATIS 352.0

R SOCAL DEP CON 119.6 363.1 (West) 132.2 269.1 (East)

NKX (109.6)

Rwv 24R.

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

Chan 125

AIRSPACE: CLASS B See VFR Terminal Area Chart. RADIO AIDS TO NAVIGATION: NOTAM FILE SAN.

I-NKX

(See RIALTO MUNI) MISSION BAY N32°46.93′ W117°13.53′

MZB

310°-350° bvd 20 NM blo 6000'

100°-130° byd 17 NM

130°-190° bvd 14 NM DME unusable:

with flt planning. MISC Ordinance, live or inert, not permitted to remain on RON transient acft.

254.325

PMSV METRO 342.4

(L) TACAN Chan 33

ILS 111.15

(H) VORTACW 117.8

VOR unusable: 090°-100° byd 28 NM

ASR/PAR

MIRO FLD

SAN DIEGO, CALIFORNIA

623

623

(700-134)

(700-134)

1100-13/4

623

683

(700-2)

(700-21/4)

1160-21/4

623

883

(700-21/4)

(900-3)

1360-3

HIRL Rwy 6L-24R, 🛭 6R-24L and 10-28 MIRAMAR MCAS (MITSCHER FLD) (KNKX)

HI-TACAN RWY 24R

TDZ

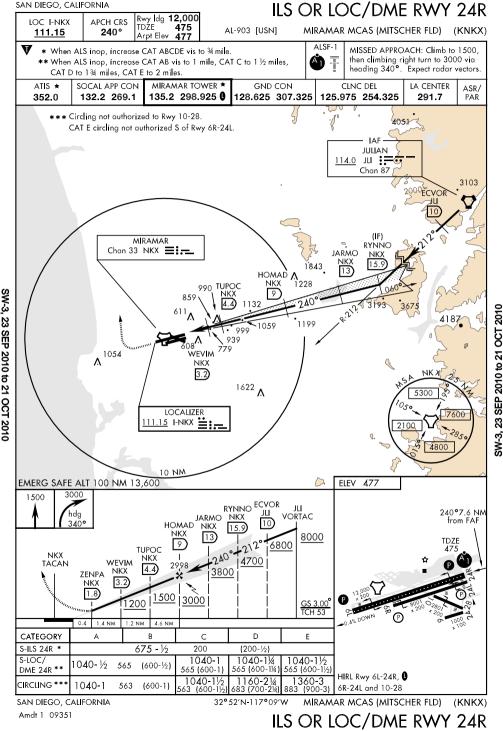
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SW-3, 23 SEP 2010 to 21 OCT 2010

CIRCLING \*\*

24L

23 SEP 2010 to 21 OCT 2010

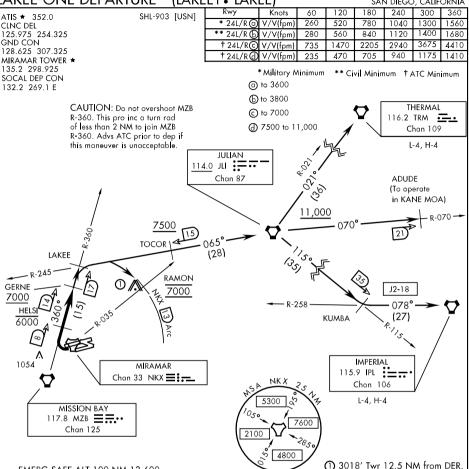


SW-3,

23 SEP 2010 to 21 OCT 2010

### LAKEE-ONE DEPARTURE (LAKEE1 • LAKEE)

SAN DIEGO, CALIFORNIA



### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R: Turn right to intercept and proceed via MZB VORTAC R-360 to LAKEE INT. Cross HELSI at or below 6000. Cross GERNE at or above 7000. Thence...

ADUDE TRANSITION (LAKEE1 · ADUDE): Via JLI VORTAC R-245 to JLI. Then via JLI R-070 to ADUDE. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000. (To operate in KANE MOA.)

IMPERIAL TRANSITION (LAKEE1 · IPL): Via JLI VORTAC R-245 to JLI. Then via JLI R-115 to KUMBA INT, then via IPL VORTAC R-258 to IPL. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

(Continued on next page)

EMERG SAFE ALT 100 NM 13,600

SW-3, 23 SEP 2010 to 21 OCT 2010

SHL-903 [USN]

## DEPARTURE ROUTE DESCRIPTION (Continued)

JULIAN TRANSITION (LAKEE1 · JLI): Via JLI VORTAC R-245 to JLI. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

RAMON TRANSITION (LAKEE1 · RAMON): Via JLI VORTAC R-245 to NKX TACAN 13 DME. Then arc NE of NKX via the 13 DME arc to RAMON. Cross RAMON at 7000 mandatory.

THERMAL TRANSITION (LAKEE1 · TRM): Via JLI VORTAC R-245 to JLI. Then via JLI R-021 to TRM VORTAC. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

128,625 307.325 MIRAMAR TOWER \* 135.2 298.925 SOCAL DEP CON

119.6 363.1 W

SAN DIEGO, CALIFORNIA 120

1560 2340

180

3120

SW-3, 23 SEP 2010 to 21 OCT 2010

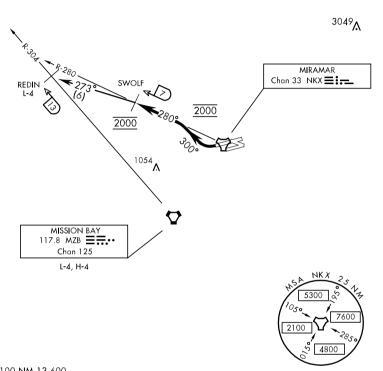
REDIN-ONE DEPARTURE (REDIN) • REDIN)

SL-903 [USN] ATIS ★ 352.0 CLNC DEL 125.975 254.325 GND CON

Rwy	Knots	60
24L/R	V/V(fpm)	780
	ATC Climb F	

Rate to 2000

## RESTRICTED TO CAT A & B ACET ONLY



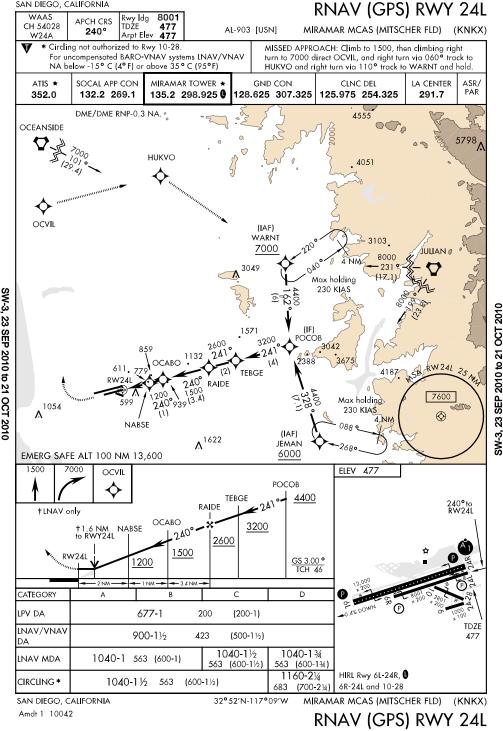
EMERG SAFE ALT 100 NM 13,600

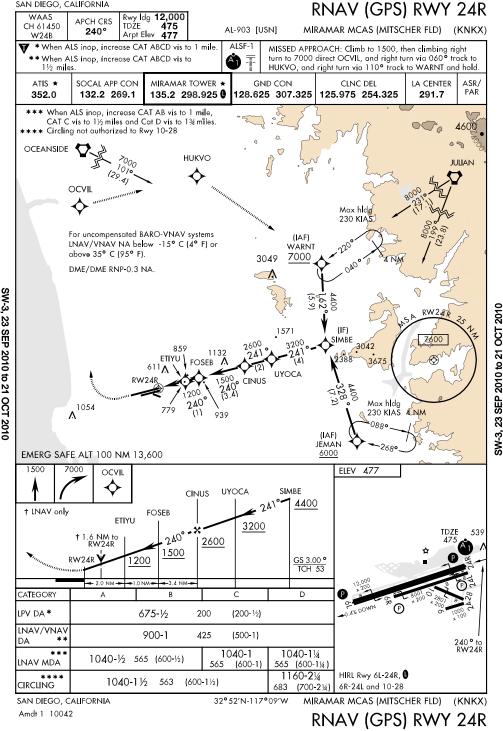
SW-3, 23 SEP 2010 to 21 OCT 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R: Climbing right turn to 2000 via heading 300° to intercept and proceed via NKX TACAN R-280 to SWOLF. Complete turn within NKX 2 DME. Join NKX R-280 at 2000 mandatory. Cross SWOLF at 2000 mandatory.

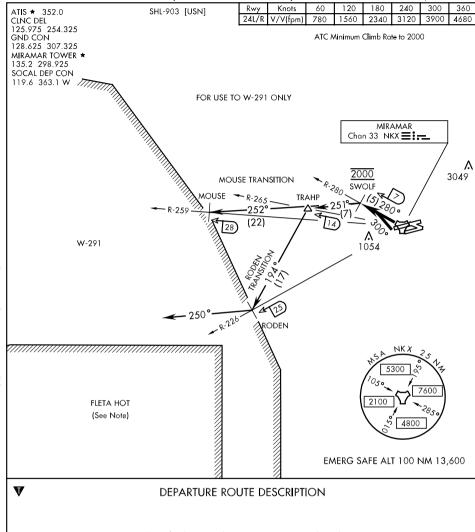
REDIN TRANSITION (REDIN1 • REDIN): Turn left heading 273° to intercept MZB VORTAC R-304 at REDIN





SW-3,

23 SEP 2010 to 21 OCT 2010



TAKE-OFF RWY 24L/R: Climbing right turn to 2000 via heading 300° to intercept and proceed via NKX TACAN R-280 to SWOLF. Complete turn within NKX 2 DME. Join NKX R-280 at 2000 mand. Cross SWOLF at 2000 mand. Thence...

MOUSE TRANSITION (SWOLF 6 • MOUSE): Turn left heading 252° to intercept NKX R-259 at MOUSE. Maintain 2000 for entry into W-291.

(Continued on next page)

SAN DIEGO, CALIFORNIA

SHL-903 [USN]

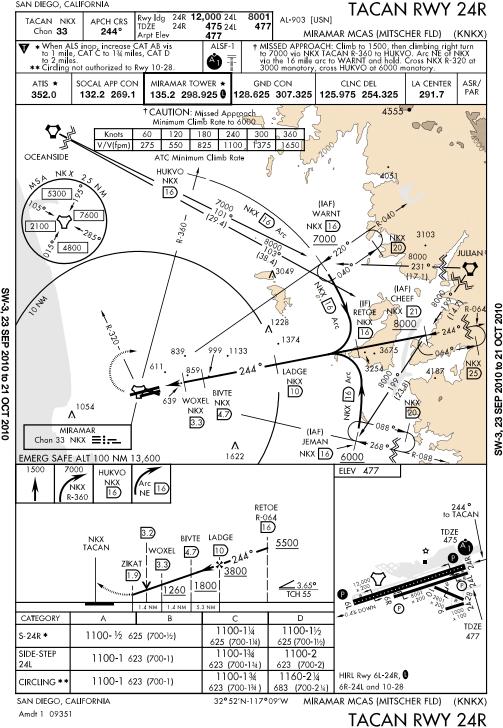
#### DEPARTURE ROUTE DESCRIPTION

(Continued)

RODEN TRANSITION (SWOLF 6 • RODEN): Turn left heading 251° to intercept NKX R-265 at TRAHP. Then turn left heading 194° to intercept NKX R-226 at RODEN. Maintain 2000 for entry into W-291 via heading 250°.

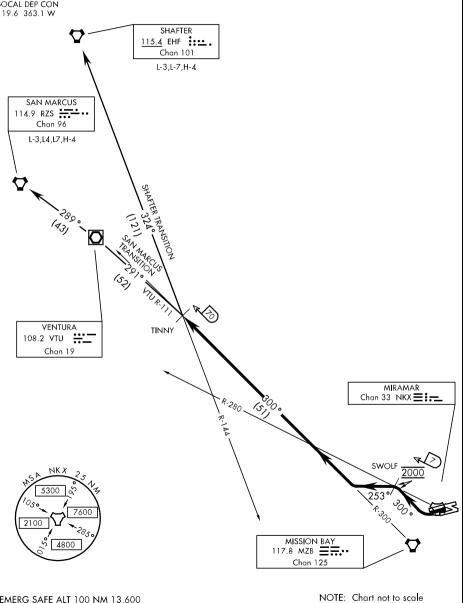
#### NOTE:

- (1) FLETA HOT-ACTIVE FIRING AREA (DANGER, REMAIN CLEAR).
- (2) ALL AIRCRAFT SHOULD MAINTAIN LAST ASSIGNED HEADING/RADIAL AND ALTITUDE TO AVOID INBOUND MILITARY OR CIVIL AIRCRAFT AT HIGHER ALTITUDES!



(TINNY1 • TINNY) SAN DIEGO, CALIFORNIA Rwy Knots 60 120 180 240 300 360 SHL-903 [USN] ATIS ★ 352.0 CLNC DEL 125.975 254.325 24L/R V/V(fpm) 780 1560 2340 3120 3900 4680 GND CON ATC Minimum Climb Rate to 2000

128.625 307.325 MIRAMAR TOWER ★ 135.2 298.925 SOCAL DEP CON 119.6 363.1 W



EMERG SAFE ALT 100 NM 13,600

SHL-903 [USN] DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R: Climbing right turn to 2000 via heading 300° to intercept and proceed via NKX TACAN R-280 to SWOLF. Complete turn within NKX 2 DME. Join NKX R-280 at 2000 mandatory. Cross SWOLF at 2000 mandatory. Then turn left heading 253° to intercept and proceed via MZB VORTAC R-300 to TINNY INT. Thence...

SAN MARCUS TRANSITION (TINNY1 • RZS): Via VTU VOR/DME R-111 to VTU, then via RZS VORTAC R-109 to RZS.

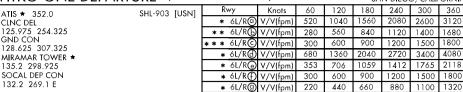
SHAFTER TRANSITION (TINNY1 • EHF): Via EHF VORTAC R-144 to EHF.

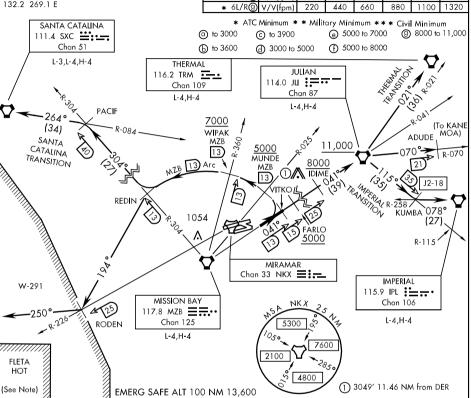
SW-3,

ີນ

SEP 2010 to 21 OCT 2010

### SAN DIEGO, CALIFORNIA





#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6L/R: Climb via heading 060° to intercept and proceed via MZB VORTAC R-041 to VITKO. Join MZB R-041 at or above 3000. Thence...

ADUDE TRANSITION (VITKO1 • ADUDE): Via MZB R-041 to JLI VORTAC. Then JLI R-070 to ADUDE. Cross FARLO at or above 5000. Cross IDIME at or above 8000. Cross JLI VORTAC at or above 11,000. (To operate in KANE MOA.)

IMPERIAL TRANSITION (VITKO1 • IPL): Via MZB R-041 to JLI VORTAC. Then via JLI R-115 to KUMBA INT, then via IPL VORTAC R-258 to IPL. Cross FARLO at or above 5000. Cross IDIME at or above 8000. Cross JLI VORTAC at or above 11,000.

(Continued on next page)

SAN DIEGO, CALIFORNIA

SW-3, 23 SEP 2010 to 21 OCT 2010

SHL-903 [USN]

#### DEPARTURE ROUTE DESCRIPTION

(Continued)

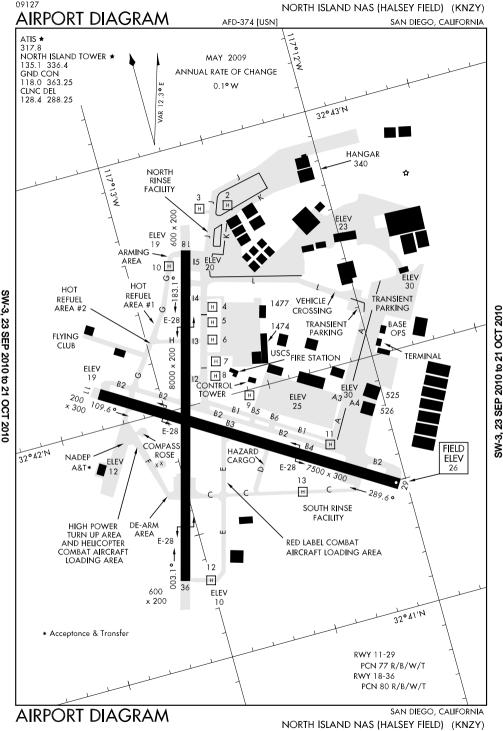
RODEN TRANSITION (VITKO1 • RODEN): Arc N of MZB VORTAC via the 13 mile arc to REDIN. Then turn left heading 194° to intercept NKX R-226 at RODEN. Then turn right heading 250° for entry into W-291. Cross MUNDE at or above 5000. Cross WIPAK at or above 7000.

SANTA CATALINA TRANSITION (VITKO1 • SXC): Arc N of MZB VORTAC via the 13 mile arc to REDIN. Then via MZB R-304 to PACIF INT. Then via SXC R-084 to SXC VORTAC. Cross MUNDE at or above 5000. Cross WIPAK at or above 7000.

THERMAL TRANSITION (VITKO1 • TRM): Via MZB R-041 to JLI VORTAC. Then via JLI R-021 to TRM VORTAC. Cross FARLO at or above 5000. Cross IDIME at or above 8000. Cross JLI VORTAC at or above 11,000.

#### NOTE:

- (1) FLETA HOT-ACTIVE FIRING AREA (DANGER, REMAIN CLEAR).
- (2) ALL AIRCRAFT SHOULD MAINTAIN LAST ASSIGNED HEADING/RADIAL AND ALTITUDE TO AVOID INBOUND MILITARY OR CIVIL AIRCRAFT AT HIGHER ALTITUDES!



#### 138 NORTH ISLAND NAS (HALSEY FLD) (NZY)(KNZY) NAS (ARNG) N32°41.89' W117°12.79' 26 B NOTAM FILE NZY Not insp. RWY 18-36: H8001X200 (PEM) PCN 80 R/B/W/T HIRL RWY 18: REIL. PAPI(P4L). RWY 36: SALSF. REIL. PAPI(P4L). RWY 11-29: H7500X300 (PEM) PCN 77 R/B/W/T

RWY 29: ALSF1.

HIRL

UTC-8(-7DT)

LOS ANGELES

HOOK E28(B) (1700') RWY 36

HOOK E28(B) (2600') RWY 29

H-41, L-4H

DIAP. AD

3 SW

ARRESTING GEAR/SYSTEM RWY 18: HOOK E28(B) (1850') RWY 11: HOOK E28(B) (1500') MILITARY SERVICE: A-GEAR Short fld A-Gear Rwy 29 normal de-rigged. Long fld A-Gear Rwy 36 normal de-rigged. JASU 2(GTC-85) 2(NC-8) FUEL 100LL, J5. Expect refueling delays.

FLUID SP PRESAIR. TRAN ALERT Opr 1400-0600Z

0-128-148-156 Restricted oil analysis avbl, prior coordination required. weekdays and 1600-0600Z weekends (Daylight Saving Time 1300-0500Z weekdays and 1500-0500Z weekends). No transient maintenance/limited svc. LOX not avbl. Transient aircrew must remain with acft to provide technical direction/assistance in servicing. Air terminal/tran line coordinate all refuel req. Arriving acft arrival.

passenger svc req to lineman. All transient pilots check in with Operations Duty Officer, OPS building 516, upon MILITARY REMARKS: Opr Mon 1430Z‡-Sat 0600Z‡, Sat 1600Z‡-Sun 0600Z‡, Sun 1600Z‡-Mon 0600Z‡. CLOSED 0200Z‡ day prior to 1430Z‡ day following all Federal holidays. See FLIP AP/1 Supplementary Airport Remarks. RSTD Call Operations Duty Officer DSN 735-8233/34, C619-545-8233/34 for PPR. Local flight during remain

overnight prohibited. CAUTION Extensive VFR helicopter opr surface—500' vicinity of arpt and surface—2000' 8 NM SE, Light civil acft climb/descent thru Rwy 29 final apch course byd 6 DME enter/dep San Diego Class B Airspace VFR corridor. Avoid centerline lgt during Rwy 29 arrestment to prevent tailhook bounce. Heavy vehicle traffic cross Twy L and A. Bird hazard May-Oct, particularly at dep end Rwy 29. Rwy 11-29 sfc area between the rwy edge lines and rwy edge lgts, approximately 50' on either side, is cracked and has loose gravel. Pilots should exercise caution transiting the area between the rwy edge lines and rwy edge Igts. IFC PAT Use maximum exterior lgt blo 10,000' within 10 NM. All transient acft limited to full stop only. Touch-and-go/low apch not avbl. Tran acft section apch not authorized. Reduced rwy separation standard in effect USN/USMC acft. NS ABTMT Strict compliance rgr. CSTMS/AG/IMG Customs avbl with 2 hr notice Mon-Sat 1600-0100Z‡. Minimum 4 hr notice rqr 0100-1600Z‡. MISC VIP/logistic flights ctc Base OPS prior to Idg.

ARNG Army Base OPS DSN 735-0101, C619-545-0101. COMMUNICATIONS: SFA ATIS 317.8 (Mon 1430Z‡-Sat 0600Z‡, Sat 1600Z‡-Sun 0600Z‡, Sun 1600Z‡-Mon 0600Z‡. CLOSED 0200Z‡ day prior to 1430Z‡ day following all Federal holidays. See FLIP AP/1 Supplementary Airport Remarks. R SOCAL APP/DEP CON 125.15 317.55 TOWER 135.1 336.4 340.2 (Mon 1430Z±-Sat 0600Z±. Sat 1600Z±-Sun 0600Z±. Sun 1600Z±-Mon 0600Z±. CLOSED 0200Z<sup>±</sup> day prior to 1430Z<sup>±</sup> day following all Federal holidays, See FLIP AP/1 Supplementary Airport Remarks. GND CON 118.0 363.25 CLNC DEL 128.4 288.25

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. Radar advisory and sequencing to arpt avbl

PMSV METRO 342.36 BASE OPS 355.5 ARNG OPS (RAID OPS) 142.95 233.8 AIRSPACE CLASS D svc. Mon 1430Z‡-Sat 0600Z‡, Sat 1600Z‡-Sun 0600Z‡, Sun 1600Z‡-Mon 0600Z‡, except 0200Z‡ day prior to 1430Z‡ day following all Federal holidays. Other times CLASS G. See FLIP AP/1 Supplementary Airport Remarks, Other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE NZY. (L) TACAN Chan 117 NZY (117.0) N32°42.15′ W117°12.97′ at fld. 25/14E. No NOTAM MP Sun 1500-1700Z±.

TACAN unusable: 180°-230° byd 20 NM blo 3,000′ 230°-300° byd 15 NM blo 3,000′ ILS 110.9 I-UBR Rwy 18.

I-SAN

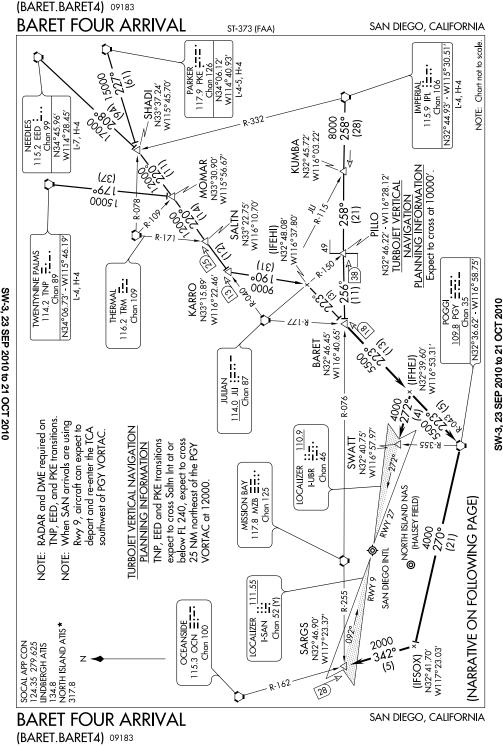
VER arr on registic SOCAL Ann Con-

Rwv 29.

ILS 110.9

ASR/PAR

300°-340° byd 30 NM blo 3,000' LOC only. LOC only.



# ARRIVAL DESCRIPTION

IMPERIAL TRANSITION (IPL.BARET4): From over IPL VORTAC via IPL R-258 and MZB R-076 to BARET INT. Thence....

NEEDLES TRANSITION (EED.BARET4): From over EED VORTAC via EED R-208 to SHADI INT, thence via JLI R-040 to MOMAR INT, then via JLI R-040 to KARRO DME. Depart KARRO DME heading 190° to intercept PGY R-043 to BARET INT. Thence....

PARKER TRANSITION (PKE.BARET4): From over PKE VORTAC via PKE R-227 to SHADI INT, thence via JLI R-040 to MOMAR INT, then via JLI R-040 to KARRO DME FIX. Depart KARRO DME heading 190° to intercept PGY R-043 to BARET INT. Thence....

TWENTYNINE PALMS TRANSITION (TNP.BARET4): From over TNP VORTAC via TNP R-179 to MOMAR INT, then via JLI R-040 to KARRO DME FIX. Depart KARRO DME heading 190° to intercept PGY R-043 to PGY VORTAC. Thence....

....WHEN SAN ARRIVALS USING RWY 9: Via PGY R-043 to PGY VORTAC, then via PGY R-270 to intercept the OCN R-162, then via OCN R-162 to SARGS INT. Expect ILS Rwy 9 approach to SAN or ILS-A approach to NZY. ....WHEN SAN ARRIVALS USING RWY 27: Via PGY R-043 to intercept I-UBR

....WHEN SAN ARRIVALS USING RWY 27: Via PGY R-043 to intercept I-UBR localizer, then via I-UBR localizer to SWATT INT. Expect LOC Rwy 27 approach to SAN or LOC-A approach to NZY.

LOST COMMUNICATIONS: In the event of lost communications, North Island arrival shall execute the TACAN Rwy 29 or Rwy 36.

SAN DIEGO, CALIFORNIA

3.60° \( \simege \)
TCH 60

514

540-1

(600-1)

Arc

REIL Rwy 18-36 HIRL Rwy 11-29,18-36 32°42′N-117°13′W NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

®

36

1.9

(600-11/4)

3.1 NM

514

1600

D

NOT AUTHORIZED

540-11/4

TDZE

296° to

TACAN

SW-3, 23 SEP 2010 to 21 OCT 2010

CATEGORY

S-29 \*

CIRCLING

SW-3,

23 SEP 2010 to 21 OCT 2010

SAN DIEGO, CALIFORNIA

800-2

(800-2)

781

32°42′N-117°13′W NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

(H)

36 TDZE

358° to

TACAN

1.5

800-21/2

(800-21/2)

2.5 NM

781

1000

800-2 1/4

NOT AUTHORIZED

(800-21/4)

REIL Rwy 18-36

HIRL Rwy 11-29, 18-36

85

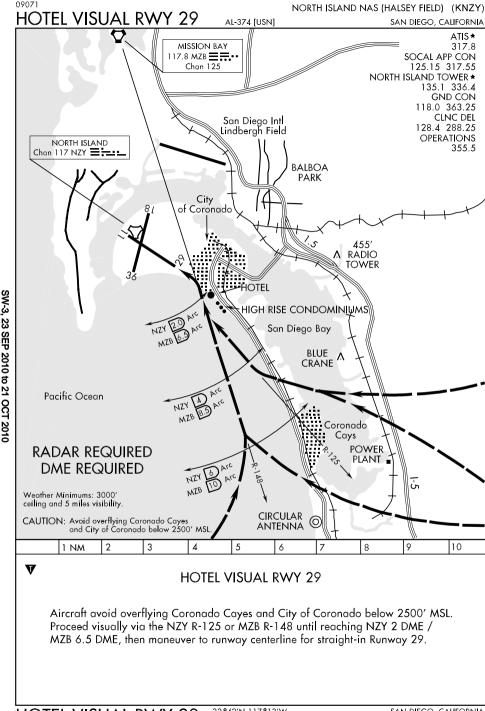
SW-3, 23 SEP 2010 to 21 OCT 2010

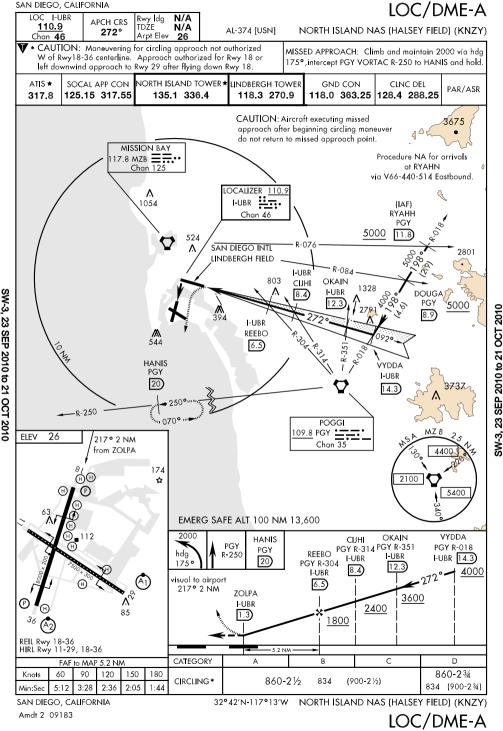
2.80° \( \simege \)
TCH 47

CATEGORY

S-36 \*

**CIRCLING** 





# NASNI-FIVE DEPARTURE (NASNI 5 •

NORTH ISLAND TOWER \*

317.8 CLNC DEL 128.4 288.25 GND CON 118.0 363.25

135.1 336.4 SOCAL DEP CON

SW-3,

23 SEP 2010 to 21 OCT 2010

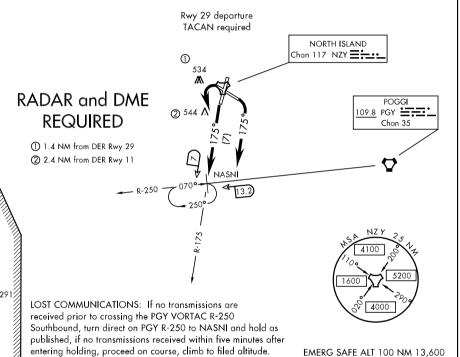
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125.15 317.55

Minimum Climb Rate

NASNI) SHL-374 [USN]				SAN DIEGO, CALIFORNIA			
Rwy	Knots	60	120	180	240	300	360
_ _ _	V/V(fpm)	265	530	795	1060	1325	1590
	V/V(fpm)		580	870	1160	1450	1740
29 (0	V/V(fpm)	410	820	1230	1640	2050	2460
29 🕣	V/V(fpm)	480	960	1440	1920	2400	2880

- Military climb to 700 or 600-2¼ authorized in lieu of climb rate.
   Civil climb to 700 or 600-2¼ authorized in lieu of climb rate.
- (c) Military climb to 400 or 600-21/2 authorized in lieu of climb rate.
- (d) Civil climb to 500 or 600-2½ authorized in lieu of climb rate.



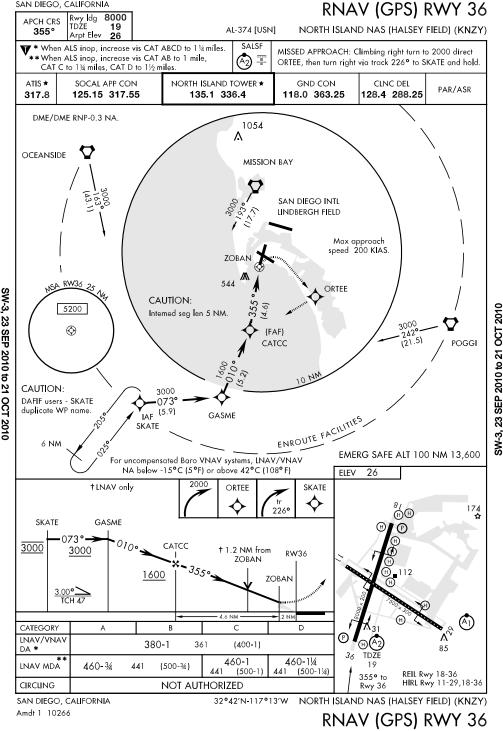
#### DEPARTURE ROUTE DESCRIPTION

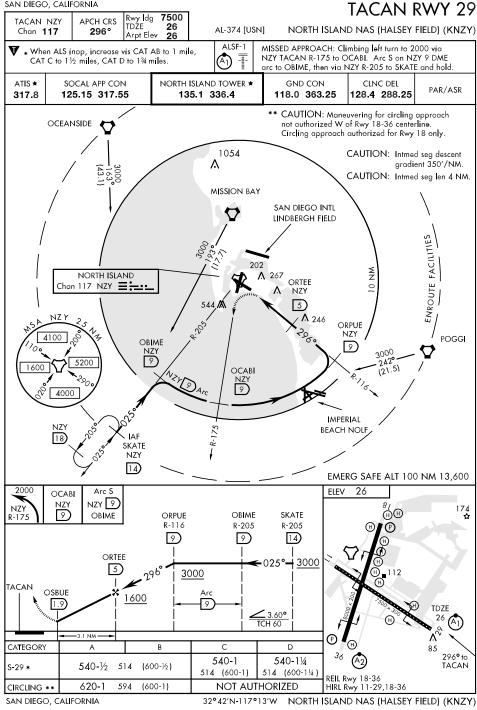
TAKE-OFF RWY 11: Immediate climbing right turn to 2000 via heading 175°, remain within NZY TACAN 1.4 DME to not overfly the City of Coronado, thence...

TAKE-OFF RWY 18: Climb to 2000 via heading 175°, thence ....

TAKE-OFF RWY 29: Immediate climbing left turn to 2000, remain within NZY TACAN 1 DME to not overfly Point Loma, intercept the NZY R-175 to NASNI, thence...

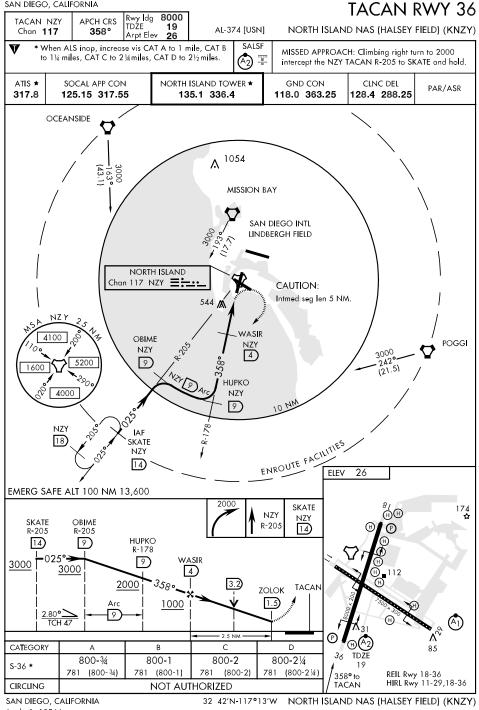
Expect radar vector to join assigned route.





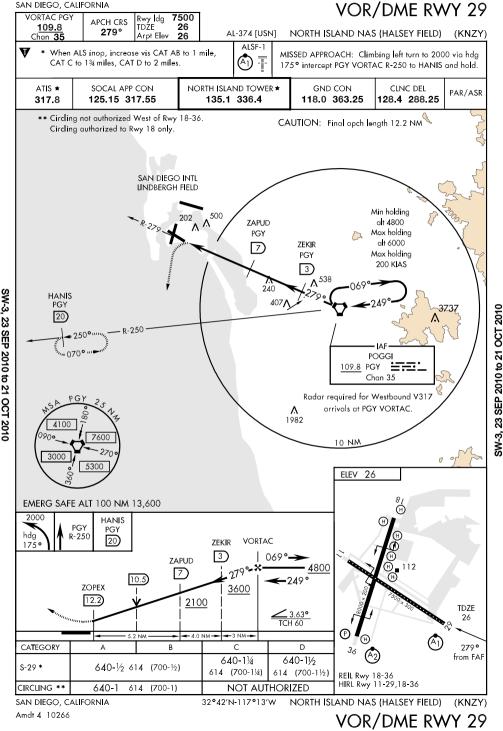
Amdt 1 10266

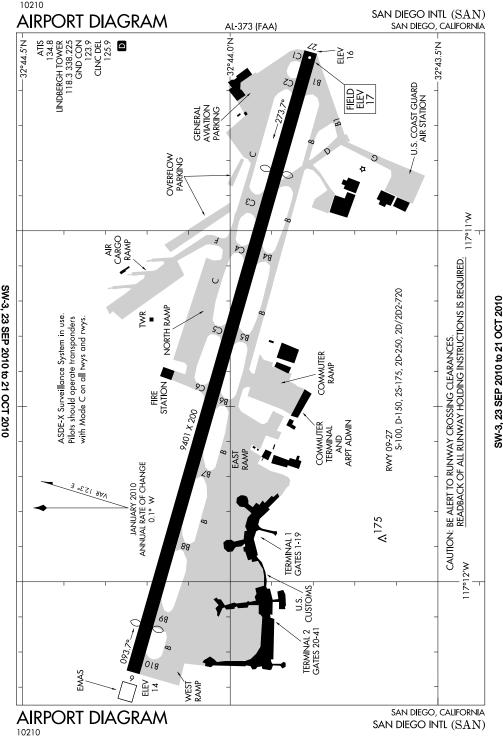
SW-3, 23 SEP 2010 to 21 OCT 2010



Amdt 1 10266

SW-3, 23 SEP 2010 to 21 OCT 2010





NOTAM FILE SAN

**THE STATE OF THE STATE OF THE** 

133° 3.4 NM to fld. 12/15E.

Class I ARFF Index D

IDA-7580

IDA-7591

S-100 D-150 2S-175 2D-250 2D/2D2-720

INS ANGELES

H-41 I-4H

ΙΔΡ ΔΠ

SAN DIEGO INTI (SAN) 2 W IITC-8(-7DT) N32°44 01' W117°11 38'

RWY 119-27: H9401X200 (CONC-ASPH-GRVD)

RWY 09: MALSR TD71 Thid depicd 700' Tree

TODA-9401

FIIFI 100LL IFT A 0X 1 2

RWY 27: MALS, TDZL, PAPI(P4L)—GA 3.5° TCH 66', Thid depict

1810' Sign Rgt tfc DIINWAY DECLARED DISTANCE INFORMATION

RWY NO. TORA-9401 TODA\_9401

RWY 27: TORA-9401

ARRESTING GFAR/SYSTEM

RWY 27 FMAS

R S2

HIRL CL

AIRPORT REMARKS: Attended continuously. Intermittent presence of birds on and invof arnt. Pilots are required to ctc and controller prior to pushback, tow out and taxi for tfc advisories. PPR for acft with wingspan in excess of 230'. Ultralight vehicles prohibited on

arpt. Practice approaches and touch and go landings prohibited. ASDE-X Surveillance System in use: Pilots should operate transponders with Mode C on all twys and rwys. Taxiing acft are prohibited from passing to the south of acft located on Twy B into

alley located between Gates 7 and 14. Taxiing acft shall follow lead-in lines until the nose wheel of the acft has entered the

non-movement area of the alley. Rwy 09-27 FAA gross weight strength DC10-10 410; DC10-30 530; L-1011 430: B747 720, 747 and larger acft are prohibited from making intersection tkfs. Acft taxiing on Twy B east of Twy B-6 rstd to Group IV acft and below. To reduce jet blast impact at north end of Twy F acft will not start engine until 800' from north end of Twy F, abeam the second parking pad. Aircraft crossing Rwy 09-27 on Twy

AOF

ASDA\_8280

ASDA-9401

C6, hold short of Twy C6 facing west on Taxiway C, parallel to runway. Outboard engines of four-engine acft are to be kept at idle power for all ground maneuvering. Cross-bleed engine starts permitted only on parallel twy with acft aligned on twy centerline. Military acft on official business only ctc arpt ops at 619-400-2710 for PPR. Rwy 27 PAPI 4-box left NSTD, 3.5° angle: TCH 66' from dsplcd thld: Baffled horizontally 4.8° north of centerline and 10° south of centerline; lateral coverage has been narrowed to avoid obstacles; close alignment to rwy centerline is necessary; use of localizer recommended. Possible erroneous ground proximity warning system. alert between 1.6 and 1.3 DME while on PAPI apch path for Rwy 27. Twy edge lgts on north side of Twy C OTS

indef. Twy C edge Igts OTS indef. Flight Notification Service (ADCUS) available. NOTE: See Special

WEATHER DATA SOURCES: ASOS (619) 296-8934.

COMMUNICATIONS: D-ATIS 134.8 (619) 298-0997 UNICOM 122.95 (R) SOCAL APP/DEP CON 124.35 (East) 119.6 (West)

LINDRERGH TOWER 118 3 GND CON 123 9

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE SAN, VHF/DF ctc FSS.

I-UBR

**ILS/DME** 110.9

Chan 46

MISSION BAY (H) VORTACW 117.8 M7R N32°46 93' W117°13 53' Chan 125

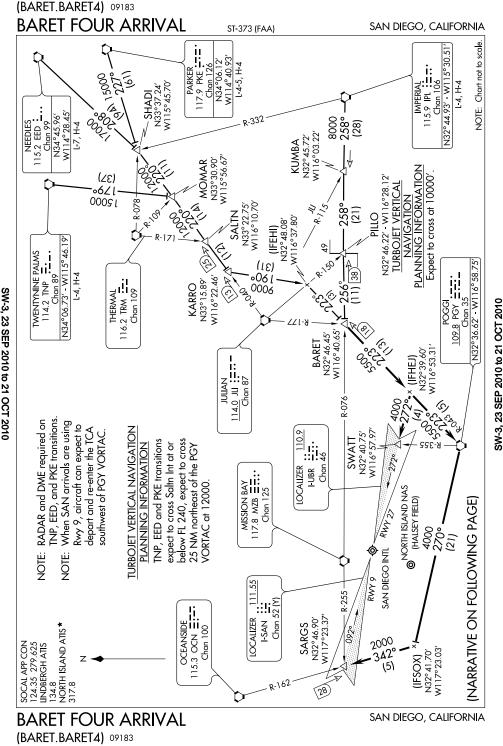
Rwv 27.

Notices—Continuous Power Facilities, Aircraft Noise Prohibitions/Restrictions.

BOING NDB (LMM) 245 N32°44.40′ W117°12.95′ 092° 1.4 NM to fld. SHUTDOWN. AN ILS/DME 111.55 I-SAN Chan 52(Y) Rwv 09. Class IE. LMM BOING NDB. LMM SHUTDOWN.

LOC only.

**CINC DFI** 125 9



# ARRIVAL DESCRIPTION

IMPERIAL TRANSITION (IPL.BARET4): From over IPL VORTAC via IPL R-258 and M7B R-076 to BARET INT Thence

NEEDLES TRANSITION (EED.BARET4): From over EED VORTAC via EED R-208 to SHADI INT, thence via JLI R-040 to MOMAR INT, then via JLI R-040 to KARRO DME. Depart KARRO DME heading 190° to intercept PGY R-043 to BARET INT. Thence....

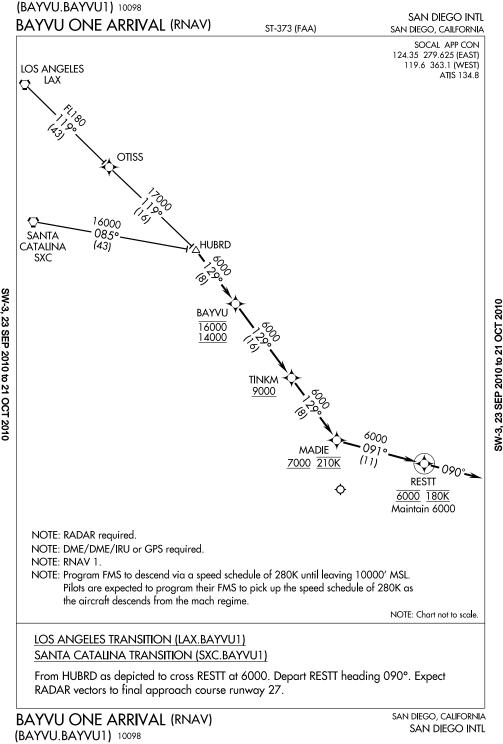
PARKER TRANSITION (PKE.BARET4): From over PKE VORTAC via PKE R-227 to SHADI INT, thence via JLI R-040 to MOMAR INT, then via JLI R-040 to KARRO DME FIX. Depart KARRO DME heading 190° to intercept PGY R-043 to BARET INT. Thence....

TWENTYNINE PALMS TRANSITION (TNP.BARET4): From over TNP VORTAC via TNP R-179 to MOMAR INT, then via JLI R-040 to KARRO DME FIX. Depart KARRO DME heading 190° to intercept PGY R-043 to PGY VORTAC. Thence....

....WHEN SAN ARRIVALS USING RWY 9: Via PGY R-043 to PGY VORTAC, then via PGY R-270 to intercept the OCN R-162, then via OCN R-162 to SARGS INT. Expect ILS Rwy 9 approach to SAN or ILS-A approach to NZY. ....WHEN SAN ARRIVALS USING RWY 27: Via PGY R-043 to intercept I-UBR

....WHEN SAN ARRIVALS USING RWY 27: Via PGY R-043 to intercept I-UBR localizer, then via I-UBR localizer to SWATT INT. Expect LOC Rwy 27 approach to SAN or LOC-A approach to NZY.

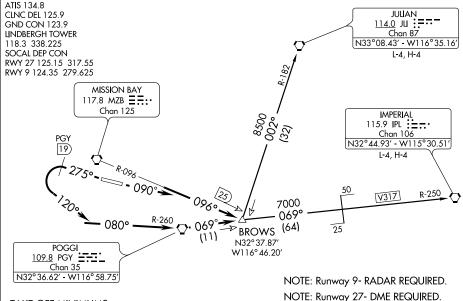
LOST COMMUNICATIONS: In the event of lost communications, North Island arrival shall execute the TACAN Rwy 29 or Rwy 36.



SL-373 (FAA)

SAN DIEGO INTL (SAN) SAN DIEGO, CALIFORNIA

23 SEP 2010 to 21 OCT 2010



TAKE-OFF NOTES

TAKE-OFF MINIMUMS

Rwy 9, 300-1 with minimum climb of 610' per NM to 1900.

Rwy 27, 300-11/2 or standard with minimum climb of 317' per NM to 400.

Rwy 9: Trees 792 feet from departure end of runway, 142 feet left of centerline, 60' AGL/99' MSL.
Antenna 740 feet from departure end of runway, 302 feet right of centerline, 62' AGL/82' MSL.
Antenna 1946 feet from departure end of runway, 969 feet left of centerline, 126' AGL/192' MSL.

Trees 1377 feet from departure end of runway, 285 feet left of centerline, 80' AGL/135' MSL.

Trees 4625 feet from departure end of runway, 1414 feet left of centerline, 250' AGL/385' MSL.

Rwy 27: Trees 1 mile from departure end of runway, 685 feet right of centerline, 220' AGL/253' MSL.

Flagpole 2511 feet from departure end of runway, 700 feet left of centerline, 90' AGL/116' MSL.

NOTE: Chart not to scale.

V

# DEPARTURE ROUTE DESCRIPTION

<u>TAKE-OFF RUNWAY 9:</u> Climb via heading 090° to intercept and proceed via MZB R-096 to BROWS INT. Then via (transition) or (assigned route). Maintain assigned altitude.

TAKE-OFF RUNWAY 27: Climb via heading 275° until PGY 19 DME, then turn left via heading 120° to intercept and proceed via PGY R-260 and R-069 to BROWS INT. Then via (transition) or (assigned route). Maintain assigned altitude.

IMPERIAL TRANSITION (BRDR5.IPL): From over BROWS INT via PGY R-069 and IPL R-250 to IPL VORTAC.

JULIAN TRANSITION (BRDR5.JLI): From over BROWS INT via JLI R-182 to JLI VORTAC.

# BORDER FIVE DEPARTURE

(HUBRD.HUBRD1) 07298 SAN DIEGO INTL HUBRD ONE ARRIVAL ST-373 (FAA) SAN DIEGO, CALIFORNIA SOCAL APP CON 125.3 290.4 ATIS 134.8 LOS ANGELES 113.6 LAX :=:-Chan 83 N33°55.99′-W118°25.92′ L-3-4-7, H-4 **OTISS** N33°26.72' W117°48.61' R-067 4000 \*2400 **HUBRD** 0840 N33°15.60' (431 '117°34.59' SW-3, 23 SEP 2010 to 21 OCT 2010 *∕*%. SANTA CATALINA 111.4 SXC ::--Chan 51 CARDI N33°08.19' N33°22.50′-W118°25.20′ W117°25.32' L-3-4, H-4 Expect to cross at or below 15,000 **TORIE** N32°51.47' W117°16.03′ MISSION BAY 117.8 MZB **ΞΞ::**• Chan 125 NOTE: Chart not to scale. LOS ANGELES TRANSITION (LAX.HUBRD1): From over LAX VORTAC via LAX R-118 to

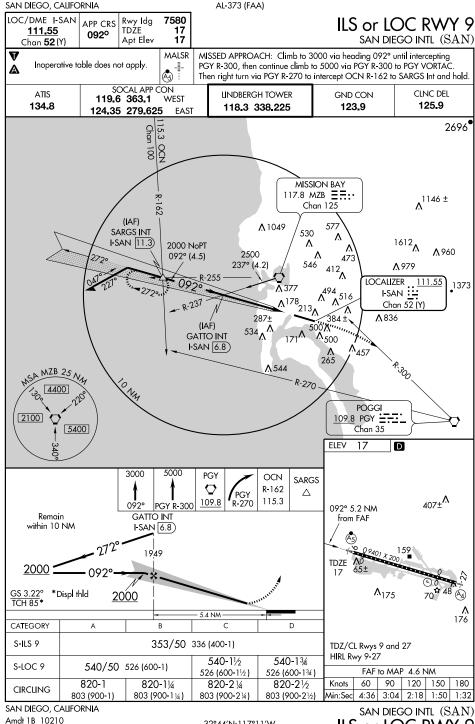
OTISS INT, then via LAX R-118 to HUBRD INT. Thence . . . . SANTA CATALINA TRANSITION (SXC.HUBRD1): From over SXC VORTAC via SXC R-084

to HUBRD INT. Thence . . . .

.... From over HUBRD INT via LAX R-118 to CARDI FIX via MZB R-320 to TORIE FIX. Expect vector to final approach course.

HUBRD ONE ARRIVAL (HUBRD.HUBRD1) 07298

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL



23 SEP 2010 to 21 OCT 2010

ILS or LOC RV

MAFAN

N33°04.10′

W117° 25.78′

8000

**CLSTR** 

N32°52.16' W117°20.41′ BOKNE

N32°58.41'

W117°21.71

MISSION BAY 117.8 MZB = :: Chan 125

4000

SW-3, 23 SEP 2010 to 21 OCT 2010

NOTE: Aircraft filed at or above 14000 expect clearance via FALCC TRANSITION. NOTE: Aircraft filed at or below 13000 expect

4000 clearance via SLI or SXC TRANSITION. NOTE: Rwy 27, ATC minimum climb of 310' per NM to

TAKE-OFF MINIMUMS

Rwy 9, 300-1 with minimum climb of 610' per NM to 1900.

Rwy 27, 300-11/2 or standard with minimum climb of 317' per NM to 400.

8000 required between CLSTR INT and MAFAN INT.

## **TAKE-OFF NOTES**

Rwy 9: Trees 792 feet from departure end of runway, 142 feet left of centerline, 60' AGL/99' MSL. Antenna 740 feet from departure end of runway, 302 feet right of centerline, 62' AGL/82' MSL. Antenna 1946 feet from departure end of runway, 969 feet left of centerline, 126' AGL/192' MSL. Trees 1377 feet from departure end of runway, 285 feet left of centerline, 80' AGL/135' MSL.

Trees 4625 feet from departure end of runway, 1414 feet left of centerline, 250' AGL/385' MSL.

Rwy 27: Trees 1 mile from departure end of runway, 685 feet right of centerline, 220' AGL/253' MSL. Trees 3118 feet from departure end of runway, 846 feet right of centerline, 120' AGL/149' MSL. Flagpole 2511 feet from departure end of runway, 700 feet left of centerline, 90' AGL/116' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# LNSAY TWO DEPARTURE

23 SEP 2010 to 21 OCT 2010

SL-373 (FAA)

SAN DIEGO INTL (SAN) SAN DIEGO, CALIFORNIA

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb runway heading to 4000', then turn left via heading 275° to intercept and proceed via MZB R-314 to MAFAN INT. Thence. . . .

TAKE-OFF RUNWAY 27: Climbing right turn via heading 290° to intercept and proceed via OCN R-155 to CLSTR INT. Cross CLSTR INT at or below 4000', then via OCN R-155 and MZB R-314 to MAFAN INT. Thence. . . .

....cross MAFAN INT at or above 8000', then via MZB R-314 to LNSAY INT. Then

via (transition) or (assigned route). Maintain assigned altitude. FALCC TRANSITION (LNSAY2.FALCC): From over LNSAY INT via MZB R-314

to FALCC INT.

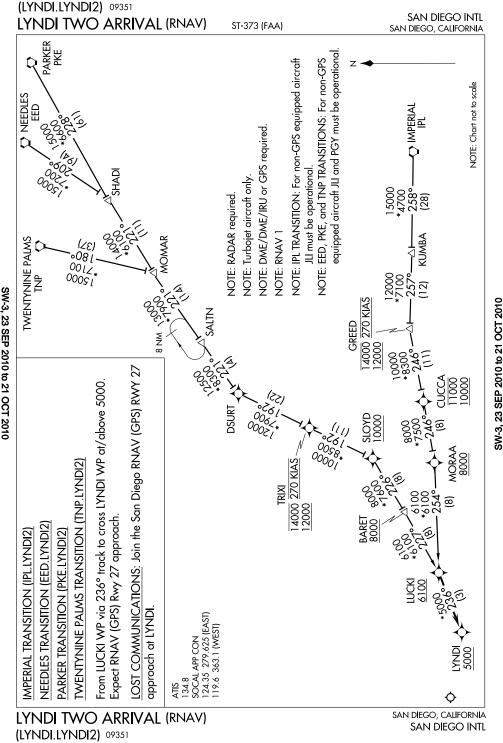
SANTA CATALINA TRANSITION (LNSAY2.SXC): From over LNSAY INT via SXC R-091 to SXC VORTAC.

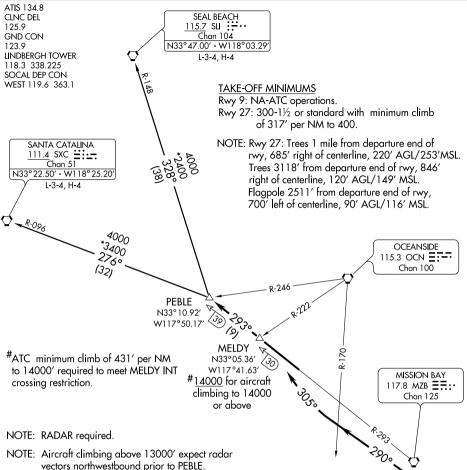
SEAL BEACH TRANSITION (LNSAY2.SLI): From over LNSAY INT via SXC R-091 and

SLI R-148 to SLI VORTAC.

SW-3, 23 SEP 2010 to 21 OCT 2010

SW-3,





V

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27: Climbing right turn via heading 290° until crossing OCN VORTAC R-170, then turn right via heading 305° to intercept and proceed via via MZB VORTAC R-293 to PEBLE INT. Aircraft climbing to 14000′ or above, cross MELDY INT at or above 14000′. Then via (transition) or (assigned altitude). Maintain assigned altitude.

SANTA CATALINA TRANSITION (PEBLE3.SXC): From over PEBLE INT via SXC R-096 to SXC VORTAC.

SEAL BEACH TRANSITION (PEBLE3.SLI): From over PEBLE INT via SLI R-148 to SLI VORTAC.

POGGI

**PGY** 

SW-3, 23 SEP 2010 to 21 OCT 2010

V

per NM to 1600.

NOTE: Do not exceed 230 KIAS until LOWMA.

TAKE-OFF MINIMUMS Rwy 9, NA-ATC.

TAKE-OFF OBSTACLE NOTES Rwy 27: Multiple trees, flag pole, light pole, and obstruction lights beginning at 287' from DER, 1985' left

to 1577' right of centerline, up to 116' AGL/269' MSL. NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Rwy 27, Standard with minimum ATC climb of 400' per NM to 520 and minimum obstacle climb of 317'

TAKE-OFF RUNWAY 27: Climb direct to cross JETTI at or below 8000, then climbing left turn direct to cross LOWMA at or below 15000, then via 086° track to POGGI VORTAC,

Thence.... ...via (transition). Maintain 15000 or as assigned by ATC, expect filed altitude 10 minutes

IMPERIAL TRANSITION (POGGI2.IPL)

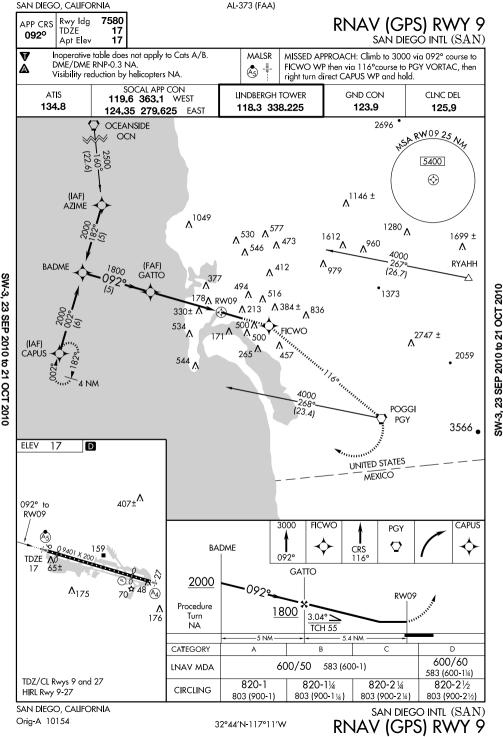
JULIAN TRANSITION (POGGI2.JLI)

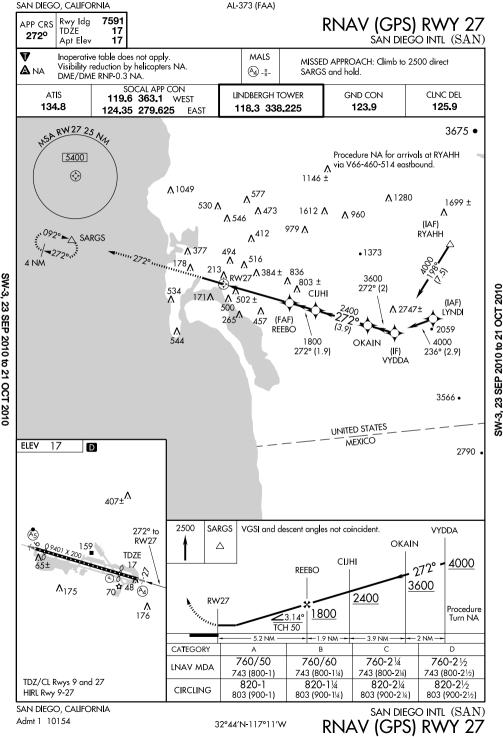
POGGI TWO DEPARTURE (RNAV)

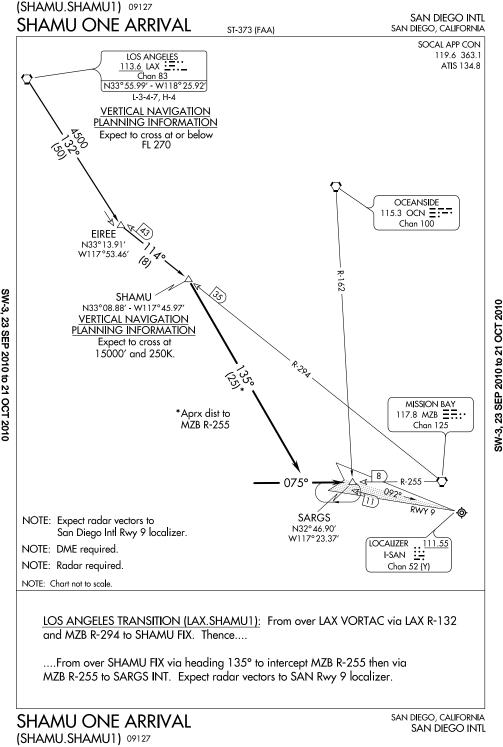
SAN DIEGO, CALIFORNIA SAN DIEGO INTL (SAN) SW-3, 23 SEP 2010 to 21 OCT 2010

(POGGI2.PGY) 08045

after departure.







LUS ANGELES

Surface Antenna

Array

H-41. L-4H

IAP. AD

# **CALIFORNIA**

#### SAN DIEGO BROWN FLD MUNI

526 R

RWY 08R-26L: H3180X75 (ASPH) S-14 0.5% up W RWY 08R: Rgt tfc.

S4

RWY 26R: Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1600-0400Z±. For fuel after

alert to high terrain 3,566' MSL 6 miles east of arpt. Rwy

Rwy 08R-26L, Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Extensive Parachute Drop Activities San Diego, California, U.S. Special Customs Requirement.

hours call FBO's at 619-671-9222, fee for callout, Military fuel

RWY 08L-26R: H7972X150 (ASPH-CONC) S-80, D-110, 2S-140, 2D-175

avbl by calling 619-671-9222. Parachute Jumping on arpt and 3

miles east. CAUTION: Arpt boundry one mile north from

(SDM) 13 SE UTC-8(-7DT) N32°34.34′ W116°58.81′

Mexican/USA international border, CAUTION advised when departing on Rwy 08L at night due to rising terrain to the east. Be

FUEL 100LL, JET A OX 1, 2 TPA—See Remarks LRA NOTAM FILE SDM

08R-26L opr permits only 12000 lbs. Noise sensitive area approximately 2 miles west of arpt. No overflight of surface antenna array below 1,500'. Antenna array located 1,600' north of Rwy 26R, Rwy 08R-26L dalgt hrs only. No engine ops on ramps except as necessary for arrivals and departures, Local Wx

observation facility. TPA-1526(1000) Rwy 08L-26R, 1126(600)

COMMUNICATIONS: CTAF 126.5 ATIS 132.35 (619) 661-0152 **UNICOM** 122.95 (R) SOCAL APP CON 124.35

POGGI (L) VORTACW 109.8 PGY Chan 35 N32°36.62′ W116°58.75′

(R) SOCAL DEP CON 125.15

WEATHER DATA SOURCES: ASOS (619) 661-8297.

**TOWER** 126.5 (128.25 Rwy 08R-26L) (1600-0400Z‡) AIRSPACE: CLASS D svc 1600-0400Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE SDM

GND CON 124.4 **CLNC DEL 124.4** 

167° 2.3 NM to fld. 580/14E.

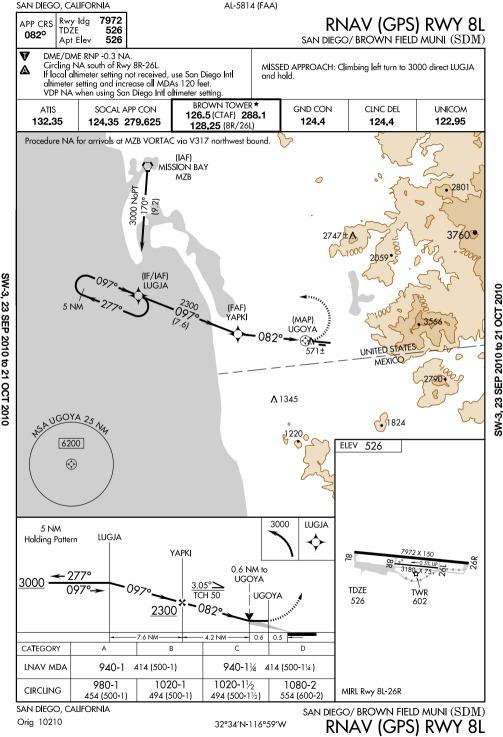
MIRI

Eva Listin

7972 X 150

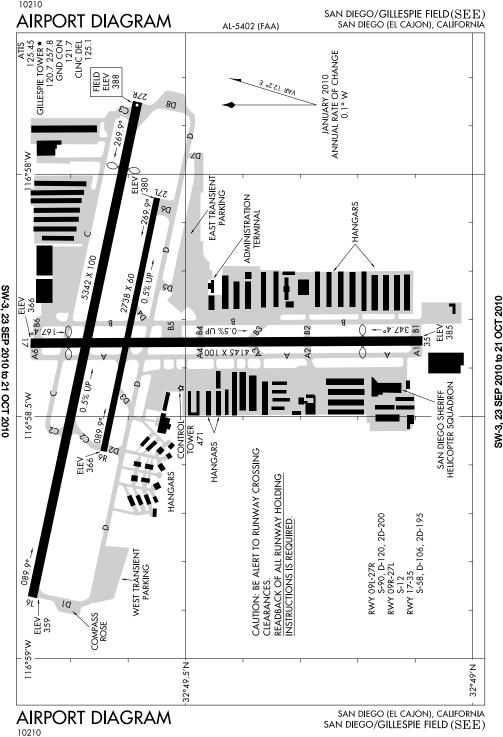
Mexico/USA Border

1 Mile South



Amdt 4 10210

SW-3,



#### SAN DIEGO/EL CAJON **GILLESPIE FLD** (SEE) 10 NE UTC-8(-7DT) N32°49.57′ W116°58.35′

0.5% up E

FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE SEE RWY 09L-27R: H5342X100 (ASPH) S-90, D-120, 2D-200 MIRL

RWY 09L: VASI(V2L)-GA 3.75° TCH 38'. Tree.

RWY 27R: PAPI(P4L)—GA 4.5° TCH 45', Thid dspicd 706', Road, Rgt

tfc. RWY 17-35: H4145X100 (ASPH) S-58, D-106, 2D-195

MIRL 0.5% up S

RWY 17: VASI(V2L)—GA 4.0° TCH 43'. Thid dsplcd 450'. Fence.

RWY 35: VASI(V2L)—GA 4.0° TCH 35', Thid dspicd 685', Pole. RWY 09R-27L: H2738X60 (ASPH) S-12 0.5% up E

RWY 27L: Sign. AIRPORT REMARKS: For fuel syc or assistance during business hrs ctc (619) 449-0611 or (619) 448-5991. Rwy 09R-27L CLOSED

dusk-dawn, not letd. Formation procedures avbl as tfc permits. limited to no more than 3 acft per formation tkf. Numerous cranes

200' AGL 2000' NE Rwy 27R thid. PPR for VFR low apchs blo 1000' AGL from arpt director. PPR for all military acft, call arpt manager 619-956-4800. Helicopter training ops use "Pioneer"

pattern, ctc arpt management for further information 619-956-4800. Noise abatement procedures in effect, touch and go ops and jet departures strongly discouraged 0600-1500Z±.

Please ctc arpt management at 619-956-4800. Rwy 17 preferred noise abatement dep when twr clsd. TPA—Rwy 17-35 1188(800) dawn-dusk, 1388(1000) dusk-dawn, Rwy 27R 1588(1200) rgt tfc dawn-dusk, 1388(1000) left tfc dusk-dawn due to 893' AGL mountain 2.1 NM east-northeast of arpt. Rwy 27L 1188(800)

left tfc dawn-dusk. West portions of Twy Delta not visible from twr. Rwy 27R close alignment to rwy centerline necessary, use of localizer recommended due to proximity of mountain, Rwy 27R PAPI unusable beyond 6° right

of course. When twr clsd ACTIVATE MIRL Rwv 09L-27R and Rwv 17-35, and VASI Rwv 17, Rwv 35, VASI Rwv 09L, and PAPI Rwy 27R-CTAF. WEATHER DATA SOURCES: AWOS-3 125.45 (619) 449-1228. LAWRS.

COMMUNICATIONS: CTAF 120.7 ATIS 125.45 (619) 449-1228. (General outlook when tower closed.) UNICOM 123.05

R SOCAL APP/DEP CON 124.35

I-SEE

GILLESPIE TOWER 120.7 123.8 (1500-0500Z±) GND CON 121.7 AIRSPACE: CLASS D svc 1500-0500Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SAN

Rwv 27R.

ILS 110.5

MISSION BAY (H) VORTACW 117.8 MZB Chan 125 N32°46.93' W117°13.53' 063° 13.1 NM to fld. 12/15E. LOC only. Unmonitored when twr closed.

LOS ANGELES

H-41, L-4H IAP, AD

Rwy 09L-27R: 5342 X 100 Rwy 17-35: 4145 X 100 Rwy 09R-27L: 2738 X 60 æ ZI 🔯 i,==||| €3

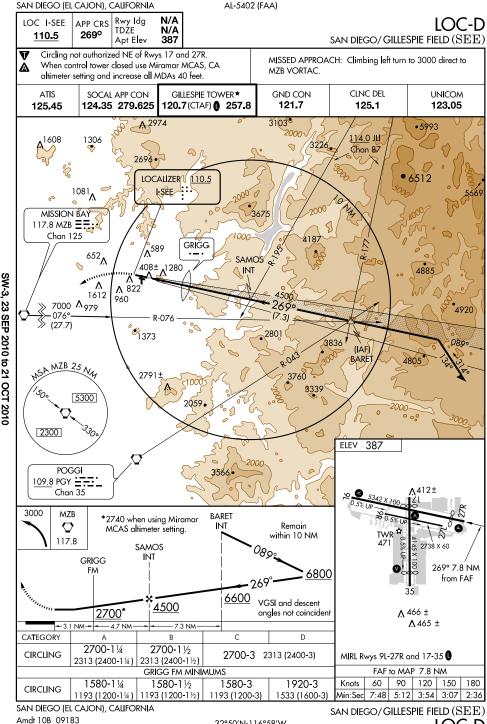
C3 C3

€3

8

CINC DEL 125.1

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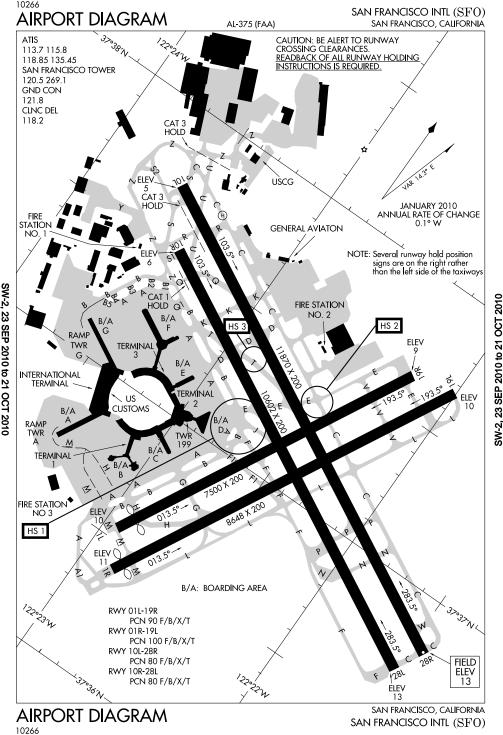
SW-3,

Amdt 1 09183

SW-3, 23 SEP 2010 to 21 OCT 2010

32°50'N-116°58'W

(GPS) RWY 17 RNAV



SAN FRANCISCO

IAP. AD

H-3B, L-2F, 3B, A

Rwy 01L-19R: 7500 X 200

(SFO)

FUEL 100. 100LL

UTC-8(-7DT) N37°37.14' W122°22.49'

OX 1, 2, 3, 4 LRA Class I, ARFF Index E

SAN FRANCISCO INTL B S4 NOTAM FILE SFO

> RWY 10L-28R: H11870X200 (ASPH-GRVD) PCN 80 F/B/X/T HIRL

8 SE

RWY 10L: REIL. PAPI(P4L)—GA 3.0° TCH 80'. Transmission twr. RWY 28R: ALSF2. TDZL. PAPI(P4L)-GA 3.0° TCH 51'. Rgt tfc.

RWY 10R-28L: H10602X200 (ASPH-GRVD) PCN 80 F/B/X/T

HIRL CL

RWY 10R: PAPI(P4L)—GA 3.0° TCH 75'. Transmission twr. Rgt tfc. RWY 28L: SSALR. PAPI(P4L)-GA 3.0° TCH 75'.

RWY 01R-19L: H8648X200 (ASPH-GRVD) PCN 100 F/B/X/T HIRL CL

RWY 01R: REIL. Thid dspicd 238'. Blast fence.

RWY 19L: MALSF. PAPI(P4L)-GA 3.0° TCH 75'. TDZL.

RWY 01L-19R: H7500X200 (ASPH-CONC-GRVD) PCN 90 F/B/X/T

HIRL CL RWY 01L: REIL. Thid dspicd 491'.

RWY 19R: PAPI(P4L)-GA 3.0° TCH 73'.

AIRPORT REMARKS: Attended continuously. PAEW AER 28L, Rwy 28R and Rwy 19L indef. Flocks of birds feeding along shoreline

adjacent to arpt, on occasions fly across various parts of arpt.

Due to obstructed vision, SFO twr is able to provide only limited arpt tfc control svc on Twy A between gates 88 and 89. Twr personnel are unable to determine whether this area is clear of traffic or obstructions. Rwy 10 preferred rwy between 0900-1400Z<sup>±</sup> weather and flight conditions permitting. Simultaneous ops in effect all rwys. Helicopter Idg area marked on Twy (C) west of Twy (R) opr for civil and military use. Noise sensitive arpt. For noise abatement procedures ctc arpt noise office Monday-Friday 1600-0100Z‡ by calling 650-821-5100. Non-standard lateral spacing of hold bar lights on all Rwys 10L-28R, 10R-28L, 01R-19L, and 01L-19R, Airline pilots shall strictly follow the painted nose gear lines and no oversteering adjustment is permitted. No grooving exists at arpt rwy intersections. Rwy 01L-19R, 01R-19L, Rwy 10R-28L, Rwy 10L-28R grooved full length except at rwy intersections, B747, B777, A330, A340 or larger acft are restricted from using Twy A1 when B747-400. A340-600 or larger acft are holding short of Rwy 01R on Twy A. 747-400's shall taxi at a speed of less than 10 miles per hour on all non-restricted taxiways on the terminal side of the intersecting rwys. All outbound Twy Y heavy aircraft with a wingspan of 171' or greater under power prohibited from entering westbound Twy Z. Ramp

clsd to acft with wingspan over 117' at Terminal 1, gate C41 indef. Movement speed of not more than 5 miles per hour is required when two 747-400's pass or overtake each other on parallel taxiways A and B. Terminal 2 ramp area clsd indef. Rwy 19L MALSF has a NSTD length of 1115' with 3 sequenced flashers. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Intersection Departures During Period of Darkness, Expanded Charted Visual Flight Procedures. Continuous Power Facilities, Special Noise Abatement Procedures, Special Noise Abatement Procedures—Preferential Runways.

WEATHER DATA SOURCES: ASOS (650) 872-0246. LLWAS.

COMMUNICATIONS: D-ATIS 135.45 118.85 115.8 113.7 (650) 877-3585/8422 **UNICOM 122.95** 

(R) NORCAL APP CON 135.65 (S) 133.95

R NORCAL DEP CON 135.1 (SE-W) 120.9 (NW-E)

**TOWER** 120.5 **GND CON 121.8 CLNC DEL** 118.2

PRE TAXI CLNC 118.2

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE SEO.

(L) VORW/DME 115.8 SFO Chan 105 N37°37.17′ W122°22.43′ at fld. 13/17E. San Francisco Intl ATIS

avbl. VOR/DME unusable:

190°-260° beyond 10 NM below 4500'

260°-295° beyond 35 NM below 3000'

025°-065° beyond 30 NM below 18000'.

035°-055° beyond 12 NM below 6500'

150°-190° beyond 25 NM below 4500' 295°-330° beyond 20 NM below 4000' N37°34.33′ W122°15.59′ 282° 6.2 NM to fld. BRIJJ NDB (LOM) 379 SF

Unusable 160°-195° byd 6 NM. ILS/DME 111.7 I-GWQ Rwy 28R. Class IIIE. LOM BRIJJ NDB. LOM unusable 160°-195°

byd 6 NM all altitudes. ILS/DME 109.55 I-SF0 Chan 32(Y) Rwy 28L. Class IT.

ILS/DME 108.9 I-SIA Chan 26 Rwy 19L.

LDA/DME 110.75 I-FNP Chan 044(Y) Rwy 28R. COMM/NAV/WEATHER REMARKS: ILS Rwy 19L-pilots be alert for momentary LOC course excursions due to large acft opr in vicinity of LOC antenna. Rwy 19L glideslope deviations are possible when critical areas are not required to be protected. Acft operating invof glideslope transmitter.

BIG SUR TWO ARRIVAL

NOTE: Turbojet aircraft only.

NOTE: Chart not to scale.

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL

SW-2, 23 SEP 2010 to 21 OCT 2010

(BSR.BSR2) 07298

(DUMB6.BARTN) 10266 SAN FRANCISCO INTL (SFO) **DUMBARTON SIX DEPARTURE** SL-375 (FAA) SAN FRANCISCO, CALIFORNIA ATIS SACRAMENTO 135.45 GND CON 121.8 SAN FRANCISCO TOWER N38°26.62′-W121°33.10′ **RED BLUFF** 120.5 269.1 115.7 RBL :::: L-2-3, H-3 NORCAL DEP CON Chan 104 120.9 323.2 N40°05.93′-W122°14.18′ L-2. H-3 **IINDEN** 114.8 LIN :-. Chan 95 N38°04.47′-W121°00.23′ L-2-3, H-3 (39) OAKLAND 116.8 OAK •--R-250 Chan 115 R-060 ALTAM N37°48.73' MANTECA SAN FRANCISCO W121°44.83′ 116.0 ECA :---115.8 SFO <u>::</u> ± ± ± Chan 107 Chan 105 N37°40.51′ - W121°55.50′ 11000 R-090 maintain assigned altitude **BARTN** N37°32.91′ W122°05.03′ NOTE: Rwys 19L/R departures turn left due to steeply rising terrain to 2000' immediately south of airport.

V

SW-2, 23 SEP 2010 to 21 OCT 2010

### DEPARTURE ROUTE DESCRIPTION

are required:

Rwy 19L, 480' per NM to 1400'.

Categories C, D, 530' per NM to 1800'.

For obstacle clearance the following minimum climb rates

Rwy 19R, Categories A, B, 480' per NM to 1400';

TAKE-OFF RUNWAYS 10L/R and 19L/R: Turn left and climb via SFO R-090 to BARTN INT, thence via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure.

LINDEN TRANSITION (DUMB6.LIN): From over BARTN INT via OSI R-028 and LIN R-229 to LIN VORTAC.

RED BLUFF TRANSITION (DUMB6.RBL): From over BARTN INT via OSI R-028 and RBL R-152 to RBL VORTAC.

SACRAMENTO TRANSITION (DUMB6.SAC): From over BARTN INT via OSI R-028 and SAC R-177 to SAC VORTAC.

WOODSIDE TRANSITION (DUMB6.OSI): From over BARTN INT via OSI R-028 to OSI VORTAC.

# DUMBARTON SIX DEPARTURE

NOTE: Chart not to scale.

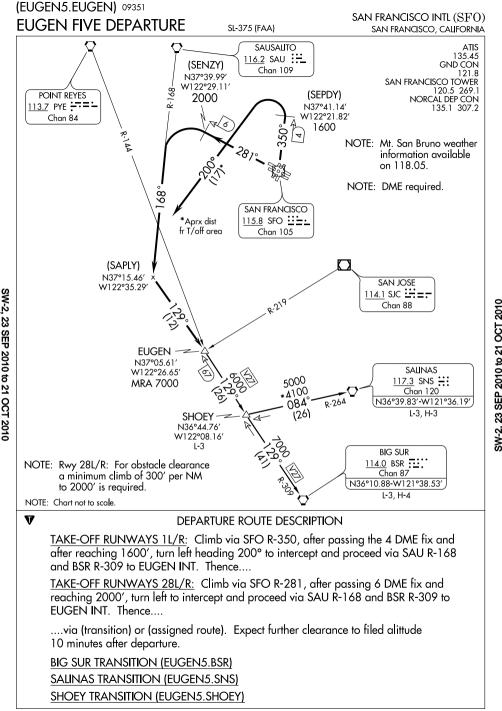
23 SEP 2010 to 21 OCT 2010

WOODSIDE

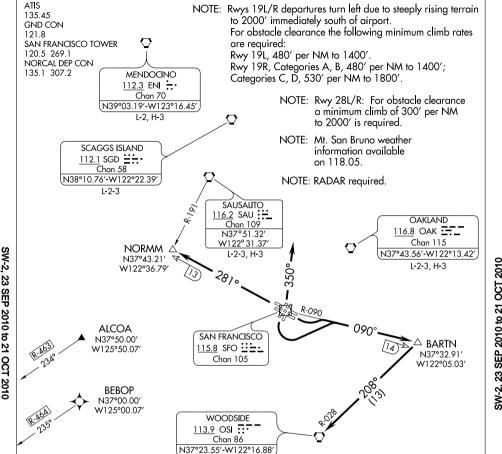
Chan 86 N37°23.55′-W122°16.88′

L-2-3, H-3

113.9 OSI ...



# **EUGEN FIVE DEPARTURE**



V

NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Climb via heading 350° (or as assigned) for vector to assigned route/fix. Expect further clearance to filed altitude 10 minutes after departure.

TAKE-OFF RUNWAYS 10L/R and 19L/R: Turn left and climb via SFO R-090 and OSI R-028 to OSI VORTAC; expect vector to assigned route/fix after OSI VORTAC. Expect further clearance to filed altitude 10 minutes after departure.

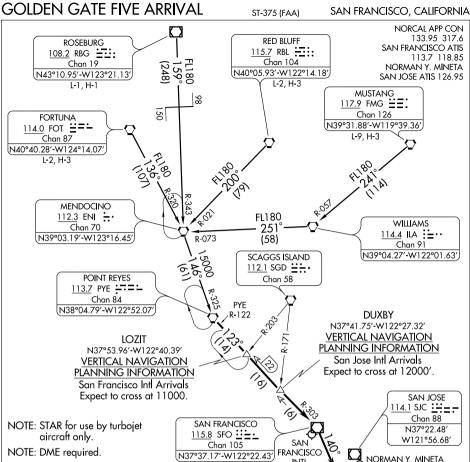
L-2-3, H-3

TAKE-OFF RUNWAYS 28L/R: Climb via SFO VOR/DME R-281 to NORMM INT; expect vector to assigned route/fix after NORMM INT. Expect further clearance to filed altitude 10 minutes after departure.

## LOST COMMUNICATIONS:

ALL RUNWAYS: If not in contact with departure control after reaching 3000', continue climb to assigned altitude and proceed direct to assigned route/fix.

## **GAP THREE DEPARTURE**



FORTUNA TRANSITION (FOT.GOLDN5): From over FOT VORTAC via FOT R-136 and ENI R-320 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

MUSTANG TRANSITION (FMG.GOLDN5): From over FMG VORTAC via FMG R-241 and ILA R-057 to ILA VORTAC, then via ILA R-251 and ENI R-073 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

RED BLUFF TRANSITION (RBL.GOLDN5): From over RBL VORTAC via RBL R-200 and ENI R-021 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

ROSEBURG TRANSITION (RBG.GOLDN5): From over RBG VOR/DME via RBG R-159 and ENI R-343 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

....From over PYE VORTAC via SFO R-303 to SFO VOR/DME, then via heading 140° (MEA 6000). Expect vectors to final approach course.

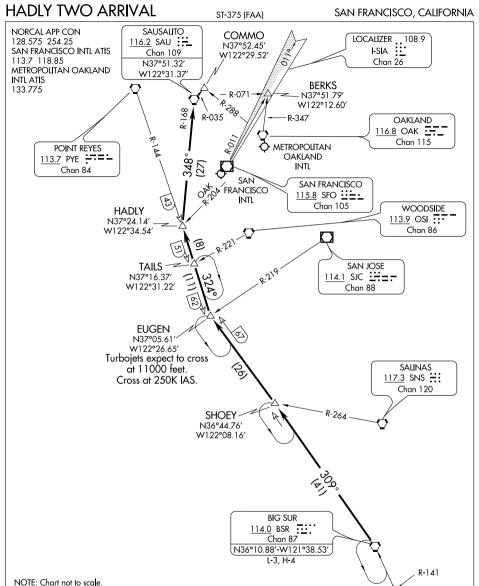
LOST COMMUNICATIONS: San Jose Intl: After SFO VOR/DME proceed direct SJC VOR/DME. (MEA 6000).

# **GOLDEN GATE FIVE ARRIVAL**

SAN JOSE INTL

23 SEP 2010 to 21 OCT 2010

NOTE: Chart not to scale.



From over BSR VORTAC via BSR R-309 to EUGEN INT, then via PYE R-144 to HADLY INT, then via direct SAU VORTAC. Expect vectors to final approach course. Expect clearance to cross EUGEN INT at 11000' and at 250K IAS.

### LOST COMMUNICATIONS

San Francisco Intl: Depart SAU VORTAC via SAU R-071 to BERKS INT.

Metropolitan Oakland Intl: Depart SAU VORTAC via SAU R-035 to COMMO INT.

#### HOT SPOTS

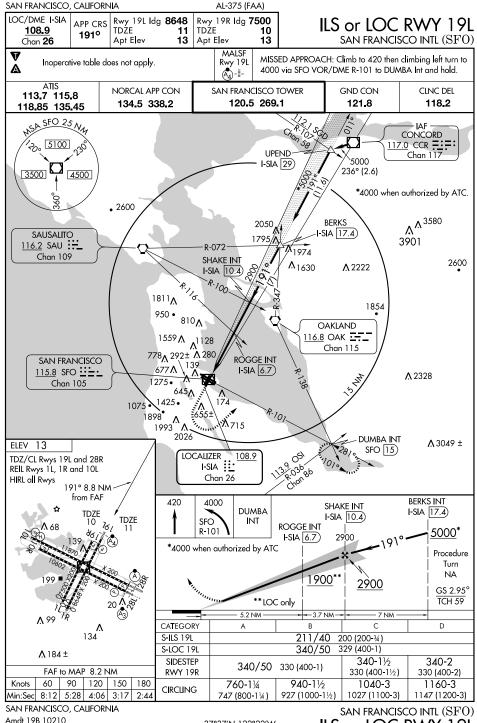
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

increased risk has been reduced or el		
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	Rwy 32L apch, Twy A.
HAYWARD, CA		,,,
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
` ,	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA		
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
, ,	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA		,
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA		
METROPOLITAN OAKLAND		
INTL (OAK)	HS 1	Rwy 27R, Twy A and Twy B.
	HS 2	Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex
		int.
SACRAMENTO, CA		
SACRAMENTO INTL (SMF)	HS 1	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		
NORMAN Y. MINETA SAN		
JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

23 SEP 2010 to 21 OCT 2010

<sup>\*</sup>See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

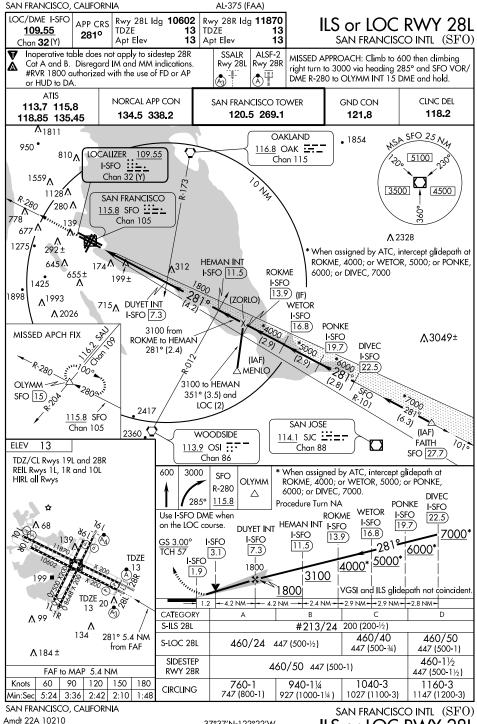


Amdt 19B 10210

23 SEP 2010 to 21 OCT 2010

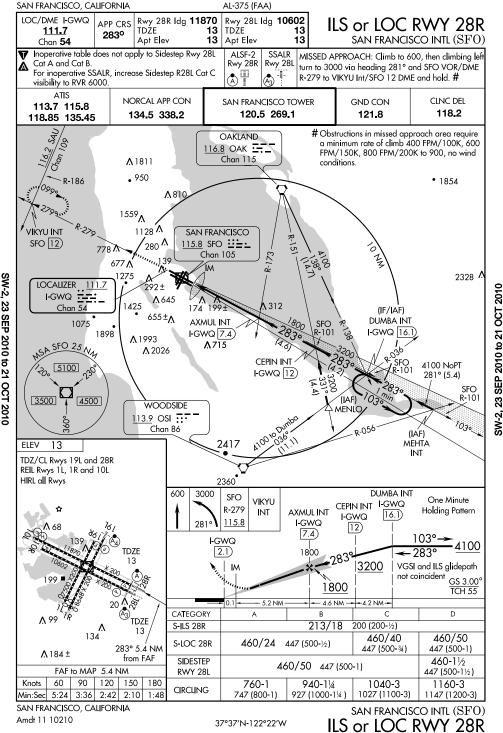
37°37′N-122°22′W

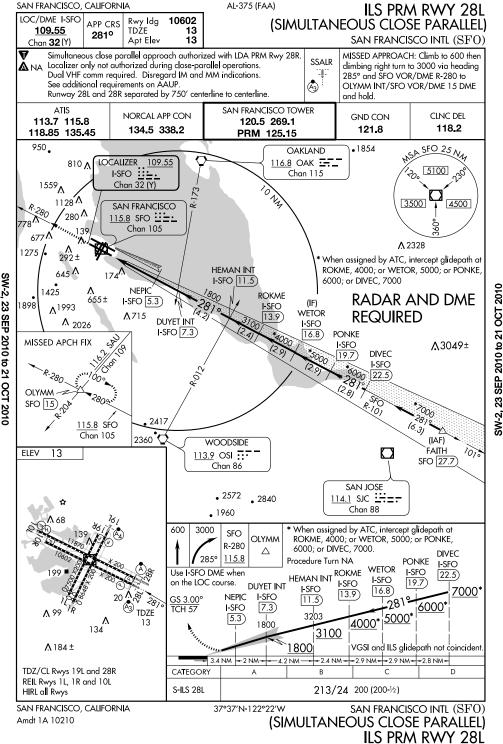
ILS or LOC



23 SEP 2010 to 21 OCT 2010

ILS or LOC RW





SAN FRANCISCO INTL (SFO)

SAN FRANCISCO, CALIFORNIA

# (SIMULTANEOUS CLOSE PARALLEL)

## ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Points:

SW-2, 23 SEP 2010 to 21 OCT 2010

- Listen to the PRM monitor frequency when communicating with NORCAL approach control (135.65), no later than LOC intercept.
- Expect to be switched to SFO Tower (120.5) at NEPIC (I-SFO 5.3 DME). PRM monitor frequency may be de-selected after determining that the aircraft is on the tower
- frequency.
- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 28L approach. If later advised to expect an
- ILS 28L approach, the ILS/PRM 28L chart may be used after completing the following briefing items:
- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A different glideslope intercept altitude may be assigned when advised to expect the ILS 28L approach.
- Simultaneous parallel approaches will only be offered/conducted when the weather is at least 2100 feet (ceiling) and 4 miles (visibility).
- Dual VHF Communication required. To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed,
- will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency (135.65), but will listen to both frequencies. Select the PRM monitor frequency audio only when in contact with NORCAL approach control (135.65). The volume levels should be set about the same

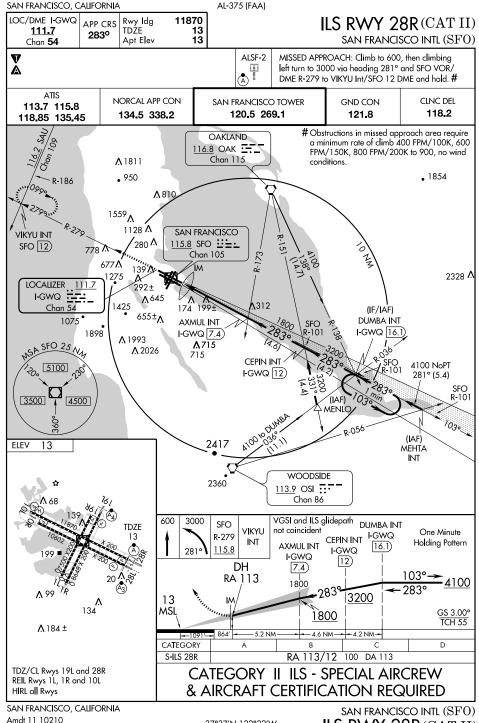
on both radios so that the pilots will be able to hear transmissions on at least one frequency if the

other is blocked. The PRM monitor frequency may be de-selected passing NEPIC. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume

that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1600 feet at San Francisco International Airport.
- (b) Phraseology "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
- "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- Descending on (not above) the ILS glideslope ensures complying with any charted crossing restrictions and assists traffic on the LDA PRM 28R approach to mitigate possible wake turbulence encounters without destabilizing the LDA approach and creating a go-around.
- LDA Traffic: While conducting this ILS/PRM approach to Runway 28L, other aircraft may be conducting the offset LDA/PRM approach to Runway 28R. These aircraft will approach from the right-rear and will re-align with 28R after making visual contact with the ILS traffic.

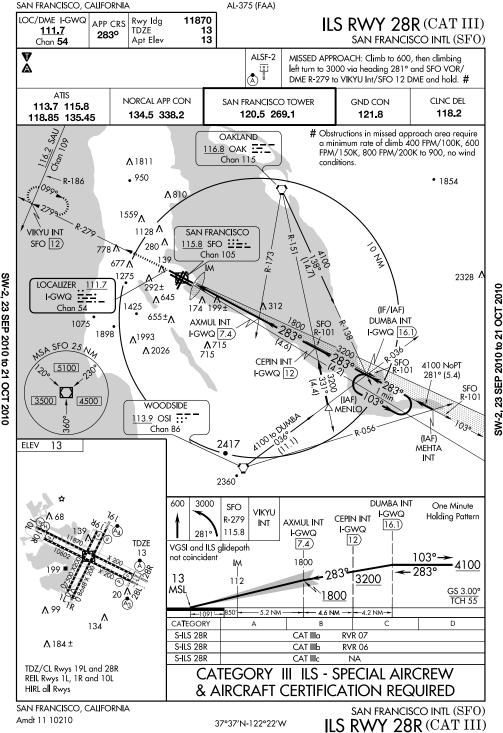
Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to SFO as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Oakland ARTCC as soon as practical, but at least 100 miles from SFO.

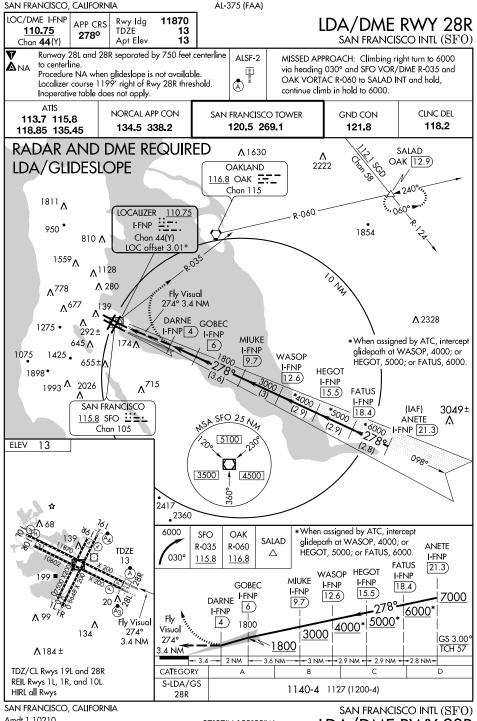


SW-2,

23 SEP 2010 to 21 OCT 2010

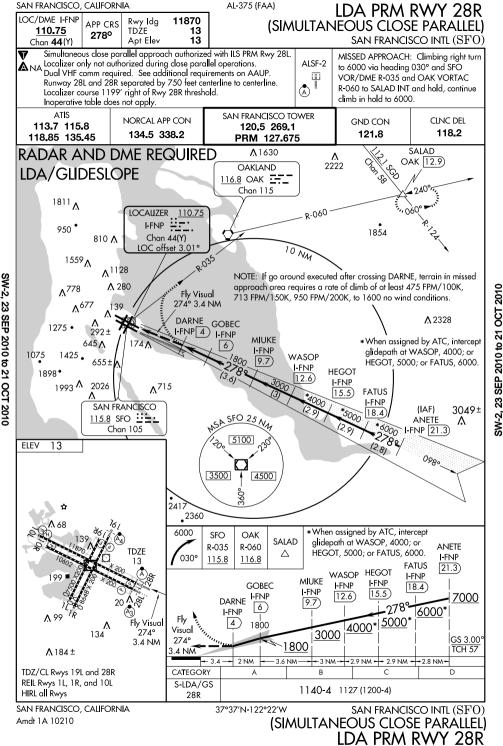
ILS RWY 28R(CAT II)





Amdt 1 10210

23 SEP 2010 to 21 OCT 2010



## (SIMULTANEOUS CLOSE PARALLEL)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

## **ATTENTION ALL USERS PAGE (AAUP)**

Condensed Briefing Points:

SW-2, 23 SEP 2010 to 21 OCT 2010

- Listen to the PRM monitor frequency when communicating with the NORCAL approach control (frequency 120.35), no later than LOC intercept.
- Report the ILS traffic in sight as soon as practical and prior to DARNE. DO NOT PASS.
- Expect to be switched to SFO tower (120.5) at DARNE, (I-FNP 4.0 DME).
- Remain on the LDA until passing DARNE (LDA MAP) so as not to penetrate the NTZ.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.
- ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the LDA/PRM 28R approach. If later advised to expect an LDA/DME 28R approach, the LDA/PRM 28R chart may be used after completing the following briefing items:
  - (a) Minimums and missed approach procedures are unchanged.(b) Monitor frequency no longer required.
  - (c) A different glideslope intercept altitude may be assigned when advised to expect LDA/DME 28R approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 2100 feet (ceiling) and 4 miles (visibility).

2. Dual VHF Communication required. To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency (120.35), but will listen to both frequencies. Select the PRM monitor frequency audio only when in contact with the NORCAL approach control (120.35). The volume levels should be set about the same on both radios so that the pilots will be able to hear

transmissions on at least one frequency if the other is blocked. If executing a missed approach at DARNE,

begin the turn as soon as practical.

3. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent.

Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers

required obstruction clearance. The applicable MVA is 1600 feet at SFO.

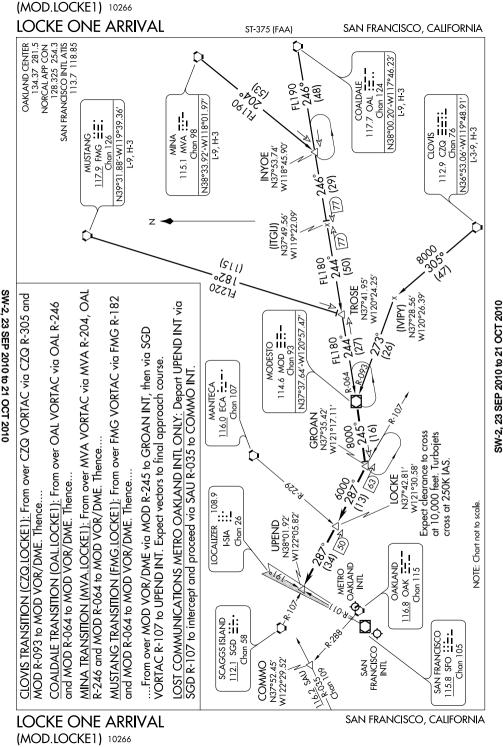
(b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the

will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet

- breakout will be:
  "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees),
  CLIMB/DESCEND AND MAINTAIN (altitude)".
- Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.
- 5. **SFO LDA Visual Segment**. If ATC advises that there is traffic on the 28L ILS, pilots are authorized to continue past the LDA 28R MAP to align with runway 28R centerline when:
  - (a) the ILS traffic is in sight and is expected to remain in sight.
  - (b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission.)
  - (c) the runway environment is in sight.

Otherwise, a missed approach must be executed at the LDA MAP. Between DARNE and the runway threshold, pilots of the LDA aircraft are responsible for separating themselves visually from traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is subsequently lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

Refer to "special pilot training required" on the ILS PRM 28L AAUP for specific non-participation procedures.



ATIS 135.45 GND CON 121.8 SAN FRANCISCO TOWER 120.5 269.1 NORCAL DEP CON

### TAKE-OFF OBSTACLE NOTES:

Rwy 10L:

135.1 307.2

Rod 257' from DER, 561' left of centerline,

4' AGL/24' MSL. Rwy 19L:

Multiple trees, buildings, obstacle lights and transmission towers beginning 1041' from DER, 50' left of centerline, up to 105' AGL/155' MSL.

Multiple trees, buildings, obstacle lights and transmission towers beginning 1139' from DER, 61' right of centerline, up to 69' AGL/206' MSL.

Rwy 19R :

SW-2, 23 SEP 2010 to 21 OCT 2010

of centerline, up to 105' AGL/155' MSL. Multiple transmission towers and obstacle lights beginning 2187' from DER, 29' left of centerline, up to 71' AGL/81' MSL.

Building 3243' from DER, 308' left of centerline, 69' AGL/94' MSL. Electrical system 1354' from DER, 299' right of

Transmission tower 2118' from DER, 348' right of

centerline, 68' AGL/79' MSL. TAKE-OFF MINIMUMS: Rwys 10L, 10R: standard.

centerline, 37' AGL/48' MSL.

Rwy 19L: standard with minimum climb of 490' per NM to 1700'.

Rwy 19R: standard with minimum climb of: Categories A, B 480' per NM to 1700';

Categories C, D 530' per NM to 1800'.

115.8 SFO **∷** ± ± • Chan 105 R P. Po LUVVE N37°29.84′ W122°13.86′ WOODSIDE 113.9 OSI ... Chan 86 Multiple trees beginning 1892' from DER, 310' left

SAN FRANCISCO

NOTE: RADAR required. NOTE: Propeller aircraft only.

NOTE: Chart not to scale.

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 10L, 10R: Turn right and climb via SFO R-120 to LUVVE INT. Thence...

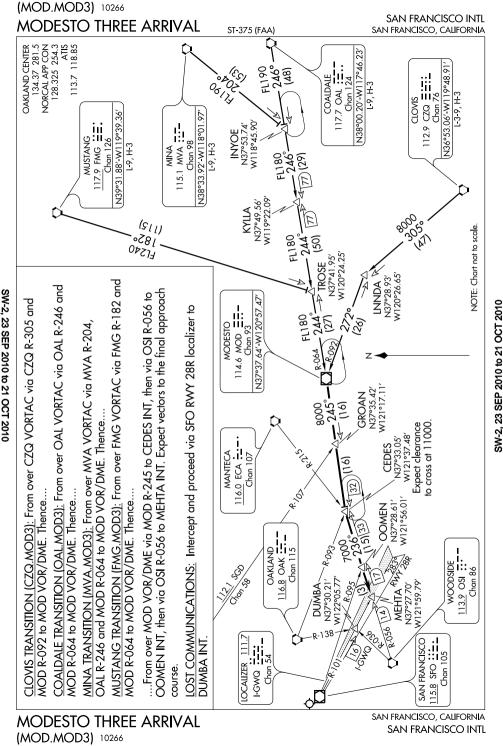
TAKE-OFF RUNWAYS 19L, 19R: Turn left and climb via SFO R-120 to LUVVE INT.

...expect vectors to assigned route or fix. Expect clearance to filed altitude 10 minutes after departure.

### LOST COMMUNICATIONS:

If not in contact with departure control after reaching 3000' continue climb to assigned altitude and proceed direct to assigned route/fix.

# LUVVE THREE DEPARTURE



(MOLEN3.MOLEN) 04050

SAN FRANCISCO INTL (SFO) SAN FRANCISCO, CALIFORNIA

SW-2, 23 SEP 2010 to 21 OCT 2010

(SIPLY)

N37°35.12'

V122°14.01

2500

09ე∘

ATIS 135.45 MENDOCINO GND CON 112.3 ENI ∺∙ 121.8 Chan 70 SAN FRANCISCO TOWER N39°03.19′-W123°16.45′ 120.5 269.1 L-2, H-3 V199 NORCAL DEP CON 135.1 307.2 POINT REYES 113.7 PYE :--=-Chan 84 STINS N37°49.42' SAUSALITO W122°45.40′ 116.2 SAU :<u>-</u> MOLEN 5000 for Chan 109 N37°59.87' Rwys 10L/R; 19L/R W123°05.21′ NOTE: Mt. San Bruno weather information available on 118.05. NOTE: RADAR and DME required. SAN FRANCISCO

SL-375 (FAA)

NOTE: Steeply rising terrain to 2000' immediately south of airport.

NOTE: Departures from Rwy 19L/R require

Take-off minimums of 2000-2: or

Rwy 19L standard with a minimum

SW-2, 23 SEP 2010 to 21 OCT 2010

V

MOLEN THREE DEPARTURE

climb gradient of 480' per NM to 1400'; Rwy 19R standard with a minimum climb gradient of: Cat A and B 480' per NM to 1400' Cat C and D 530' per NM to 1800'. NOTE: Departures from Rwys 28L/R require Take-off minimums of 800-2, or standard with a minimum climb gradient of 390' per NM to 1800'.

/R require -2, or standard dient of 390'

WESLA

N37°39.86'

W122°28.82'

1800

<u>115.8</u> SFO <u>∷≒∙</u>

Chan 105

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 10L/R and 19L/R: Turn left and climb via the SFO R-090 to the 7 DME Fix, then turn right heading 230° to intercept and proceed via PYE R-144 to STINS INT. Cross the SFO R-090 7 DME Fix at or above 2500′. Cross STINS INT at 5000′. Thence via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure.

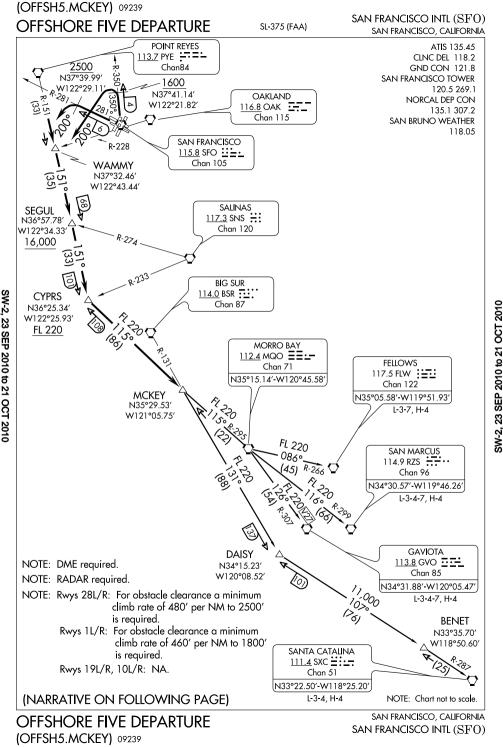
TAKE-OFF RUNWAYS 28L/R: Intercept and proceed via SFO R-281 to WESLA INT, then turn right to intercept and proceed via SFO R-287 to MOLEN INT. Cross the SFO R-281 6 DME Fix (WESLA INT) at or above 1800'. Thence via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure.

MENDOCINO TRANSITION (MOLEN3.ENI): From over MOLEN INT via ENI R-156 ENI VORTAC.

MOLEN THREE DEPARTURE

SAN FRANCISCO, CALIFORNIA SAN FRANCISCO INTL (SFO)

(MOLEN3.MOLEN) 04050



SL-375 (FAA)

SAN FRANCISCO INTL (SFO) SAN FRANCISCO, CALIFORNIA

SW-2, 23 SEP 2010 to 21 OCT 2010

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Intercept and proceed via SFO R-350. Cross SFO

R-350 4 DME at or above 1600'. Thence.... TAKE-OFF RUNWAYS 28L/R: Intercept and proceed via SFO R-281. Cross SFO

R-281 6 DME at or above 2500'. Thence....

.... Turn left heading 200° to intercept and proceed via PYE R-151 to SEGUL INT. Cross SEGUL INT at or above 16,000'. Then proceed via PYE R-151 to CYPRS INT; cross CYPRS INT at or above FL 220. Then via the MQO R-295 to MCKEY INT, then

via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure. When SFO VOR/DME is inoperative, Runway 28 departures

expect radar vector to PYE R-151, then resume departure. FELLOWS TRANSITION (OFFSH5.FLW): From over MCKEY INT via MQO R-295 to MQO VORTAC, then via MQO R-086 and FLW R-266 to FLW VORTAC. GAVIOTA TRANSITION (OFFSH5.GVO): From over MCKEY INT via MQO R-295 to MQO VORTAC, then via MQO R-126 and GVO R-307 to GVO VORTAC.

SAN MARCUS TRANSITION (OFFSH5.RZS): From over MCKEY INT via MQO R-295 to MQO VORTAC, then via MQO R-116 and RZS R-299 to RZS VORTAC.

SANTA CATALINA TRANSITION (OFFSH5.SXC): From over MCKEY INT via BSR R-131 and SXC R-287 to SXC VORTAC.

(PYE.PYE1) 09127 POINT REYES ONE ARRIVAL SAN FRANCISCO, CALIFORNIA ST-375 (FAA) NORCAL APP CON 133.95 317.6 MAXWELL SAN FRANCISCO TOWER 110.0 MXW .... 120.5 269.1 Chan 37 SAN FRANCISCO INTLATIS N39°19.06′-W122°13.29′ 113.7 118.85 SAN CARLOS TOWER★ 119.0 326.2 SAN CARLOS ATIS 125.9 MENDOCINO PALO ALTO TOWER★ 112.3 ENI 118.6 PALO ALTO ATIS N39°03.19′-W123°16.45′ 135.275 L-2, H-3 MOFFETT FEDERAL AFLD TOWER★ 650 1840 (80) 119.55 346.25 SACRAMENTO MOFFETT FEDERAL AFLD ATIS 11<u>5.2</u> SAC <u>:::</u>\_\_ 124.175 283.0 SANTA ROSA Chan 99 SAN JOSE TOWER★ 113.0 STS ∷ N38°26.62′-W121°33.10′ 124.0 257.6 Chan 77 L-2-3, H-3 NORMAN Y. MINETA **POPES** SAN JOSE INTLATIS N38°29.16 V494 126.95 W122°20.75' REID-HILLVIEW TOWER★ 5000 R-077 119.8 RWY 13L/31R 22) 257° 126.1 RWY 13R/31L (38)**REID-HILLVIEW ATIS** 125.2 SCAGGS ISLAND 112.1 SGD <u>∺</u>:.• Chan 58 SAUSALITO 116.2 SAU ::-POINT REYES Chan 109 113.7 PYE :--=-Chan 84 N38°04.79′-W122°52.07′ SAN FRANCISCO 115.8 SFO <u>∷</u> <u>-</u> . R-243 \_ Chan 105 STINS N37°49.42' OAKLAND W122°45.40′ 116.8 OAK ... Chan 115 SAN FRANCISCO INTL PALO ALTO AIRPORT OF SANTA CLARA COUNTY (£) SAN CARLOS NORMAN Y. MINETA SAN JOSE INTL 076°→ **HADLY** (14) R-256 MOFFETT N37°24.14' FEDERAL AFLD W122°34.54' RÉID-HILLVIEW OF SANTA CLARA WOODSIDE COUNTY 113.9 OSI ... Chan 86 NOTE: SACRAMENTO Transition to be used N37°23.55'-W122°16.88' only when assigned by ATC.

POINT REYES ONE ARRIVAL

SAN FRANCISCO, CALIFORNIA

(NARRATIVE ON FOLLOWING PAGE)

23 SEP 2010 to 21 OCT 2010

NOTE: Chart not to scale.

POINT REYES ONE ARRIVAL

SW-2, 23 SEP 2010 to 21 OCT 2010

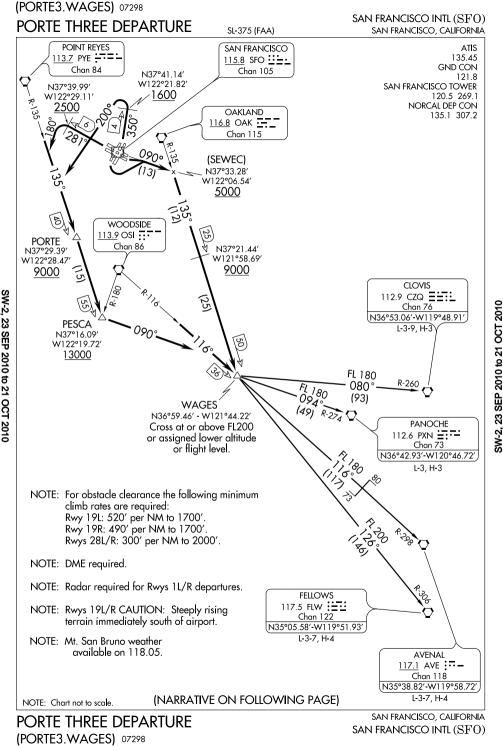
### ARRIVAL DESCRIPTION

MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence....

 $\underline{\text{MENDOCINO TRANSITION (ENI.PYE1):}} \ \text{From over ENI VORTAC via ENI R-146} \\ \text{and PYE R-325 to PYE VORTAC. Thence....}$ 

SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence....

....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course.



PORTE THREE DEPARTURE

SW-2, 23 SEP 2010 to 21 OCT 2010

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Intercept and proceed via SFO R-350. Cross SFO R-350/4 DME fix at or above 1600'. Turn left heading 200° to intercept and proceed via PYE R-135. Cross PORTE DME fix at or above 9000' and PESCA DME fix at or above 13,000'. Then turn left heading 090° to intercept and proceed via the OSI R-116 to WAGES INT. Cross WAGES INT at or above FL 200 or assigned lower altitude or flight level. Thence via (transition) or (assigned route).

Expect clearance to filed altitude 10 minutes after departure. TAKE-OFF RUNWAYS 10L/R and 19L/R: Turn left and climb via the SFO R-090 to

intercept the OAK R-135 at or above 5000'. Proceed via the OAK R-135 to WAGES INT. Cross the OAK R-135/25 DME fix at or above 9000'. Cross WAGES INT at or above FL 200 or assigned lower altitude or flight level. Thence via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure. TAKE-OFF RUNWAYS 28L/R: Intercept and proceed via the SFO R-281, cross SFO

R-281/6 DME fix at or above 2500', then turn left heading 180° to intercept and proceed via the PYE R-135 to cross PORTE DME fix at or above 9000' and PESCA DME fix at or above 13,000'. Then turn left heading 090° to intercept and proceed via the OSI R-116 to WAGES INT. Cross WAGES INT at or above FL 200 or assigned lower altitude or flight level. Thence via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure. When SFO VOR/DME is inoperative, Rwy 28 departures expect radar vector to PYE R-135 then resume SID.

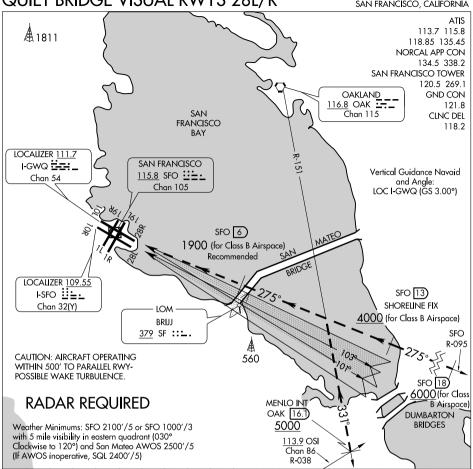
AVE R-298 to AVE VORTAC. CLOVIS TRANSITION (PORTE3.CZQ): From over WAGES INT via CZQ R-260 to CZQ VORTAC.

AVENAL TRANSITION (PORTE3.AVE): From over WAGES INT via OSI R-116 and

FELLOWS TRANSITION (PORTE3.FLW): From over WAGES INT via FLW R-306 to

PANOCHE TRANSITION (PORTE3.PXN): From over WAGES INT via PXN R-274 to

PXN VORTAC



## QUIET BRIDGE VISUAL APPROACH RWYS 28L/R

When visual approaches to Runways 28L/R are in progress, arriving aircraft may be vectored into a position for a straight-in visual approach to Runways 28L/R via the SFO VOR R-095.

8 9 10 11 12 13 14 15 16 17 18 19

SFO VOR and DME must be operating.

4 5 6

Aircraft should remain on the SFO R-095 until passing the San Mateo Bridge. NOTE: Closely spaced parallel visual approaches may be in progress to Runway

28L utilizing I-SFO. In the event of a go-around on Runway 28L, turn left heading 265°, or on Runway 28R, turn right heading 310°, climb and maintain 3000, or as directed by Air Traffic Control.

QUIET BRIDGE VISUAL RWYS 28L/R

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

1 NM 2

(CUIT2.REBAS) 09127 SAN FRANCISCO INTL (SFO) QUIET TWO DEPARTURE SAN FRANCISCO, CALIFORNIA SL-375 (FAA) ATIS **RED BLUFF** R-168 135.45 **GND CON** Chan 104 121.8 N40°05.93′-W122°14.18′ SAN FRANCISCO TOWER L-2, H-3 120.5 269.1 8000 5100 348°-(74) NORCAL DEP CON CHICO 120.9 323.2 N39°47.39′-W121°50.83′ L-2 (SAWNA) MENDOCINO N38°52.11′ <u>112.3</u> ENI 🕂 W122°24.11′ Chan 70 N39°03.19′-W123°16.45′ L-2, H-3 SW-2, 23 SEP 2010 to 21 OCT 2010 **SACRAMENTO** 115.2 SAC <u>::</u> \_. Chan 99 SCAGGS ISLAND (SASSU) N38°26.62′-W121°33.10′ 112.1 SGD <u>∺</u>:.• N38°22.08' L-2-3, H-3 Chan 58 W122°22.85' 3000 *ં*ઝિષ્ SAUSALITO (50) 116.2 SAU ::-**SGD** R-246 Chan 109 5000 ი66 (66) LINDEN NOTE: Mt. San Bruno weather 114.8 LIN 🗓 REBAS information available N37°56.44' 19 Chan 95 on 118.05. W122°23.02' N38°04.47' NOTE: Runways 28L/R 6000 W121°00.23' Caution: terrain above L-2-3, H-3 1000' at 3.5 NM NW. For obstruction clearance a minimum climb of 425' per NM **V**87 (SASLY) to 1500' is required. N37°40.71′ NOTE: For use by Runways 28L/R W122°20.07' departures when weather conditions RADAR permit. Jets 2000' ceiling and three miles prevailing visibility SAN FRANCISCO with five miles to the west and 115.8 SFO <u>∷</u> <u>-</u> • northwest. Props 1500' ceiling, Chan 105 same visibility. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale. SAN FRANCISCO, CALIFORNIA QUIET TWO DEPARTURE SAN FRANCISCO INTL (SFO)

# (CUIT2.REBAS) 09127

SW-2, 23 SEP 2010 to 21 OCT 2010

V

SW-2, 23 SEP 2010 to 21 OCT 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Climb via SFO R-011 to the 4 DME/Radar then turn left heading 320° to intercept and proceed via SFO R-342 to cross REBAS INT at

or above 6000'. Thence via (transition) or (assigned route). Expect clearances to filed altitude 10 minutes after departure. TAKE-OFF RUNWAYS 28L/R: Turn right heading 030° to intercept and proceed via

the SFO R-342 to REBAS INT. Cross REBAS INT at or above 6000'. Then via (transition) or (assigned route). Maintain VFR conditions until intercepting SFO R-342. Expect clearance to filed altitude 10 minutes after departure.

CHICO TRANSITION (CUIT2.CIC): From over REBAS INT via SFO R-342 and CIC

R-190 to CIC VOR/DME.

LINDEN TRANSITION (CUIT2.LIN): From over REBAS INT via LIN R-246 to LIN VORTAC.

MENDOCINO TRANSITION (CUIT2.ENI): From over REBAS INT via SFO R-342 and ENI R-118 to ENI VORTAC.

RED BLUFF TRANSITION (CUIT2.RBL): From over REBAS INT via SFO R-342 and RBI R-168 to RBI VORTAC.

SACRAMENTO TRANSITION (CUIT2.SAC): From over REBAS INT via SAC R-216 to SAC VORTAC.

(REBAS3.REBAS) 08157 SAN FRANCISCO INTL (SFO) REBAS THREE DEPARTURE (PROP) SL-375 (FAA) SAN FRANCISCO, CALIFORNIA ATIS 135.45 **RED BLUFF** R-161 GND CON 115.7 RBL **ΞΞ**:: CHICO 121.8 Chan 104 109.8 CIC **□:** □: SAN FRANCISCO TOWER N40°05.93′-W122°14.18′ Chan 35 120.5 269.1 L-2, H-3 N39°47.39′-W121°50.83 NORCAL DEP CON 300 (47) 120.9 323.2 MAXWELL 110.0 MXW = ---MENDOCINO Chan 37 112.3 ENI 🕂 DALON N39°19.05′-W122°13.29′ Chan 70 N39°04.13' N39°03.19′-W123°16.45′ W122°15.98′ L-2, H-3 6000 V200 R-251 253° WILLIAMS R-073 (47)<u>114.4</u> ILA :≒• Chan 91 350 (18) NOTE: Mt. San Bruno weather (WUSHU) information available N38°45.82' W122°19.26′ on 118.05. NOTE: Rwys 28L/R Caution: terrain above 1000' at SCAGGS ISLAND 3.5 NM NW; for obstacle clearance 112.1 SGD <u>∺</u>:.• a minimum climb of 425' per NM to Chan 58 N38°10.76′-W122°22.39 1500' is required. Departures require 1500' ceiling and three miles prevailing visibility, with five miles to the west and north-REBAS west. N37°56.44′ W122°23.02′ 6000 SAUSALITO Aprx dist fr T/off area 116.2 SAU ::to REBAS 19 NM Chan 109 N37°43.13' V122°21.51′ 1800 SAN FRANCISCO 115.8 SFO <u>::=</u> • Chan 105 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 1L/R: Climb via the SFO R-350 to cross the 6 DME fix at or above 1800', then turn left to intercept and proceed via the SFO R-342, to cross REBAS INT at or above 6000', Thence....

TAKE-OFF RUNWAYS 28L/R: Turn right heading 360° (or as assigned) to intercept and proceed via the SFO R-342 to REBAS INT. Cross REBAS INT at or above 6000'. Thence....

...via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure.

CHICO TRANSITION (REBAS3.CIC): From over REBAS INT via SGD R-165 to SGD VORTAC then SGD R-347 and MXW R-170 to MXW VORTAC. Then via MXW R-014 to CIC VOR/DME.

MENDOCINO TRANSITION (REBAS3.ENI): From over REBAS INT via SGD R-165 to SGD VORTAC, then via SGD R-347 and MXW R-170 to DALON INT, then via ENI R-073 to ENI VORTAC.

RED BLUFF TRANSITION (REBAS3.RBL): From over REBAS INT via SGD R-165 to SGD VORTAC then via SGD R-347 and MXW R-170 to MXW VORTAC. Then via MXW R-341 and RBL R-161 to RBL VORTAC.

REBAS THREE DEPARTURE (PROP)

SAN FRANCISCO, CALIFORNIA SAN FRANCISCO INTL (SFO)

SW-2, 23 SEP 2010 to 21 OCT 2010

(RISTI.RISTI4) 10266 SAN FRANCISCO INTL RISTI FOUR ARRIVAL ST-375 (FAA) SAN FRANCISCO, CALIFORNIA NORCAL APP CON 134.5 338.2 **SACRAMENTO** ATIS 118.85 113.7 115.2 SAC ::-... Chan 99 N38°26.62′-W121°33.10′ L-2-3, H-3 (3)5°,60 MANTECA N37°50.02′-W121°10.28′ L-2-3, H-3 **BYRON** N37°49.37' R-250 W121°28.16' SAN FRANCISCO 115.8 SFO **∷≟**∙ Chan 105 OAKLAND 116.8 OAK ... MOVDD RISTI Chan 115 N37°39.68′ W121°26.89′ N37°36.49′ **CEDES** W121°32.00 N37°33.05' R-093 W121°37.48'

MANTECA TRANSITION (ECA.RISTI4): From over ECA VORTAC via ECA R-215 to RISTI INT. Thence . . . .

LOCALIZER 111.7 I-GWQ ====

Chan 54

SACRAMENTO TRANSITION (SAC.RISTI4): From over SAC VORTAC via SAC R-157 and ECA R-215 to RISTI INT. Thence . . . .

. . . . From over RISTI INT via ECA R-215 to CEDES INT, then via radar vector to San Francisco Intl Airport.

R-056

WOODSIDE 113.9 OSI ::• Chan 86

RISTI FOUR ARRIVAL

SW-2,

23 SEP 2010 to 21 OCT 2010

LOCALIZER

I-SFO !::\_. Chan 32 (Y)

109.55

SAN FRANCISCO, CALIFORNIA SAN FRANCISCO INTL

R-245

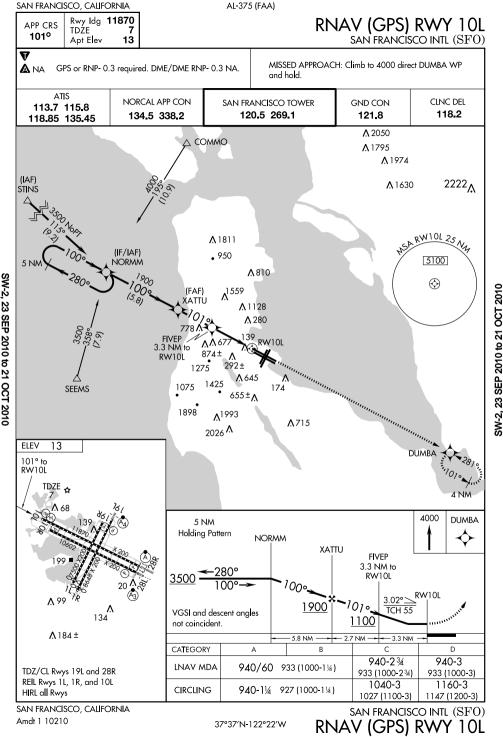
**MODESTO** 114.6 MOD ==-

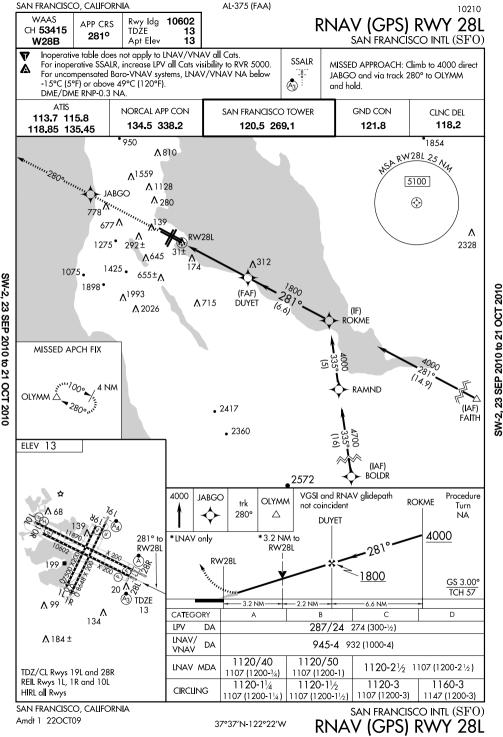
Chan 93

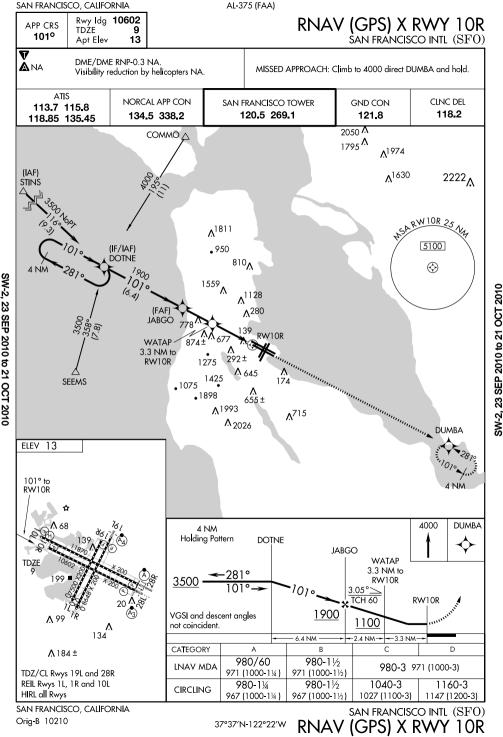
NOTE: Chart not to scale.

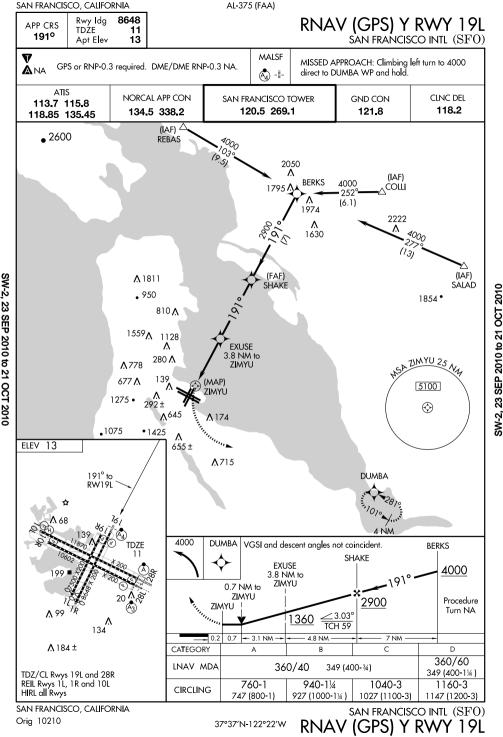
SW-2, 23 SEP 2010 to 21 OCT 2010

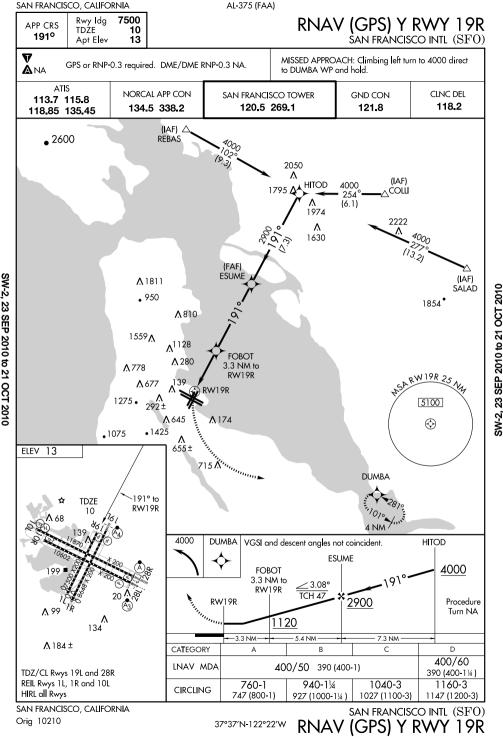
(RISTI.RISTI4) 10266

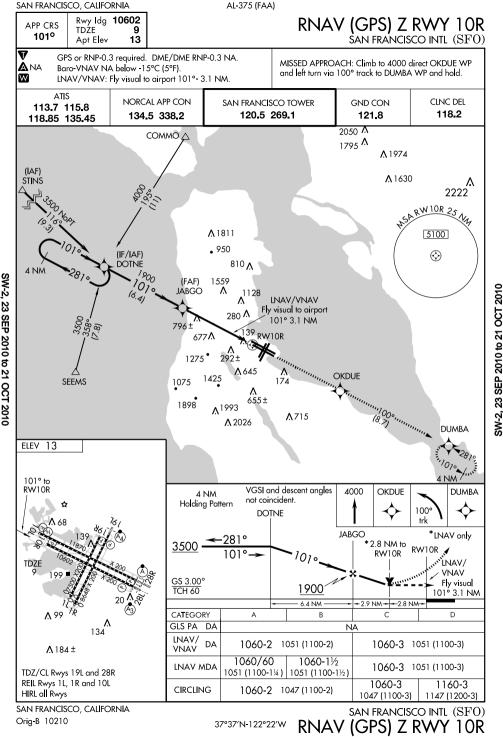


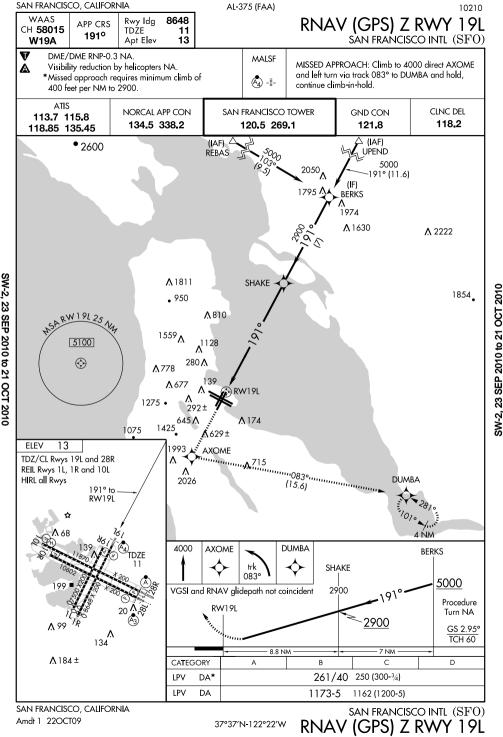


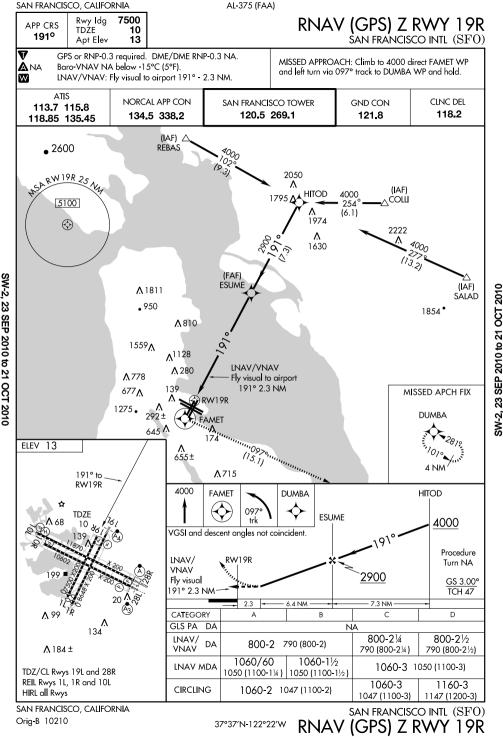


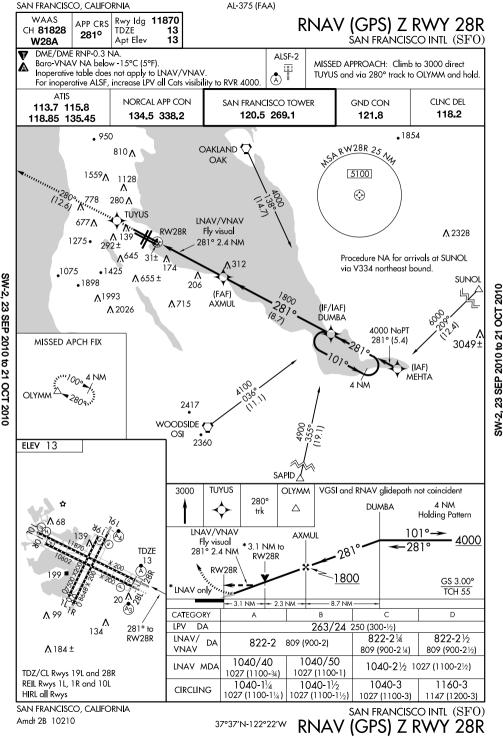


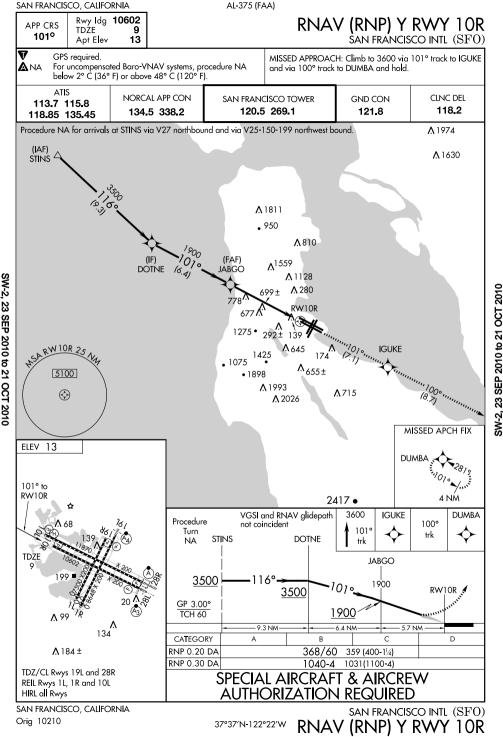


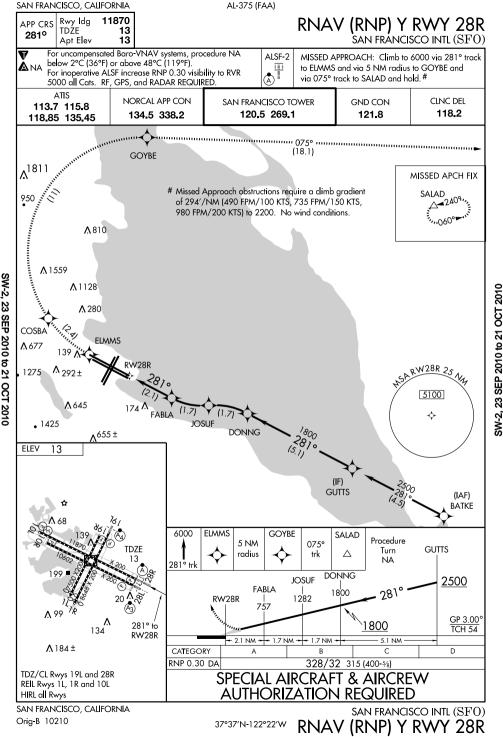












(SFO8.SFO) 10266 SAN FRANCISCO INTL (SFO) SAN FRANCISCO EIGHT DEPARTURE SAN FRANCISCO, CALIFORNIA SL-375 (FAA) ATIS RED BLUFF 135.45 115.7 RBL 🞞∷ GND CON Chan 104 121.8 SAN FRANCISCO TOWER N40°05.93′-W122°14.18′ 120.5 269.1 L-2. H-3 NORCAL DEP CON 120.9 323.2 NOTE: Mt. San Bruno weather information available on 118.05. NOTE: Rwys 1L/R: DME required; a minimum climb of 500' per NM to 3000' is required. SACRAMENTO NOTE: Rwys 28L/R: For obstacle clearance a minimum climb 115.2 SAC ==\_\_. Chan 99 of 300' per NM to 2000' is required. N38°26.62′-W121°33.10′ L-2-3, H-3 SAUSAUTO 116.2 SAU ::: CONCORD Chan 109 117.0 CCR =:=: N37°51.32′-W122°31.37′ LINDEN Chan 117 114.8 LIN <u>:</u>-. L-2-3, H-3 N38°02.70′-W122°02.71′ Chan 95 L-2-3 N38°04.47′-W121°00.23′ L-2-3, H-3 OAKLAND 116.8 OAK ... Chan 115 N37°43.56′-W122°13.42′ L-2-3, H-3 NORMM 3000 N37°43.21 W122°36.79′

NOTE: Chart not to scale

SW-2, 23 SEP 2010 to 21 OCT 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Climb via heading 030° or as assigned for vector to assigned route/fix. Expect further clearance to filed altitude 10 minutes after departure.

TAKE-OFF RUNWAYS 28L/R: Climb via SFO R-281 to NORMM INT; expect vector to assigned route/fix after NORMM INT. Expect further clearance to filed altitude 10 minutes after departure.

## LOST COMMUNICATIONS:

SAN FRANCISCO 115.8 SFO :::::

All runways: If not in contact with departure control after reaching 3000', continue climb to filed altitude and proceed direct to assigned route/fix.

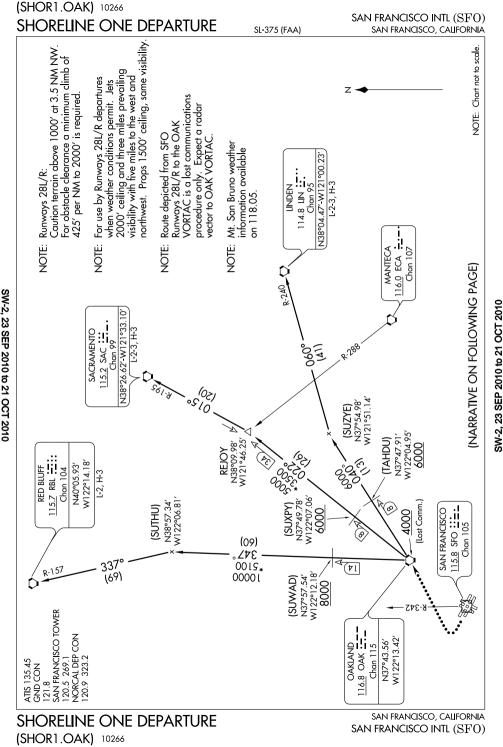
## SAN FRANCISCO EIGHT DEPARTURE

SAN FRANCISCO, CALIFORNIA SAN FRANCISCO INTL (SFO)

MANTECA
116.0 ECA :---Chan 107
N37°50.02′-W121°10.28′

SW-2, 23 SEP 2010 to 21 OCT 2010

(SFO8.SFO) 10266



SL-375 (FAA)

SAN FRANCISCO INTL (SFO) SAN FRANCISCO, CALIFORNIA

SW-2, 23 SEP 2010 to 21 OCT 2010

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 28L/R: Turn right heading 040° or as assigned, for vector to OAK VORTAC. Then via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure.

#### LOST COMMUNICATIONS: Take-off runways 28L/R: If not in contact with departure control one minute after

crossing the SFO R-342, proceed direct to OAK VORTAC. Cross OAK VORTAC at or above 4000' LINDEN TRANSITION (SHOR1.LIN): Climb via OAK R-040 and LIN R-240 to

LIN VORTAC. Cross the OAK R-040 8 DME fix at or above 6000'. Thence via

(assigned route).

RED BLUFF TRANSITION (SHOR1.RBL); Climb via OAK R-347 and RBL R-157 to RBL VORTAC. Cross the OAK R-347 14 DME fix at or above 8000'. Maintain (assigned altitude) or (flight level). Thence via (assigned route).

SACRAMENTO TRANSITION (SHOR1.SAC): Climb via OAK R-022 and SAC R-195 to SAC VORTAC. Cross the OAK R-022 8 DME fix at or above 6000'. Maintain

(assigned altitude) or (flight level). Thence via (assigned route).

FORTUNA TRANSITION (FOT.STINS1): From over FOT VORTAC via FOT R-136 and ENI R-320 to ENI VORTAC. Thence....

STINS

N37°49.42'

W122°45.40

<u>MUSTANG TRANSITION (FMG.STINS1):</u> From over FMG VORTAC via FMG R-241 and ILA R-057 to ILA VORTAC, then via ILA R-251 and ENI R-073 to ENI VORTAC. Thence....

RED BLUFF TRANSITION (RBL.STINS1): From over RBL VORTAC via RBL R-200 and ENI R-021 to ENI VORTAC. Thence....

ROSEBURG TRANSITION (RBG.STINS1): From over RBG VOR/DME via RBG R-159 and ENI R-343 to ENI VORTAC. Thence....

.... From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VORTAC, thence via PYE R-144 to STINS INT, thence via SFO R-287 to SFO VOR/DME. Expect vector to final approach course.

Turbojets expect to cross at 9000'. Turboprop expect to cross at 7000'

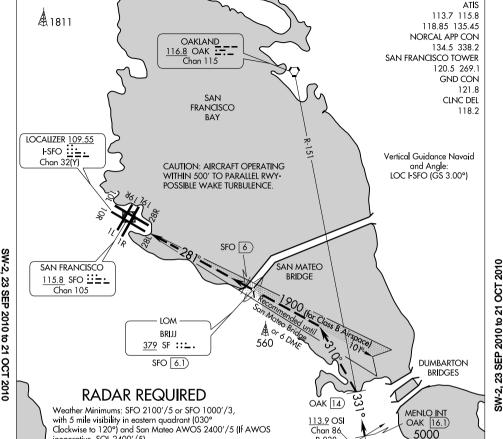
NOTE: Chart not to scale.

SAN FRANCISCO 115.8 SFO :::-

Chan 105

N37°37.17′-W122°22.43′

SW-2, 23 SEP 2010 to 21 OCT 2010



## TIPP TOE VISUAL APPROACH RUNWAY 28L

R-038

15 16 17 18 19

14

When visual approaches to Runway 28L are in progress, arriving aircraft may be cleared for a visual approach via the OAK VOR R-151 and I-SFO localizer. The OAK VOR and DME and I-SFO must be operating.

Aircraft should cross the OAK R-151/16.1 DME (Menlo Int) at or above 5000 and the San Mateo Bridge at or above 1900.

NOTE: Closely spaced parallel visual approaches may be in progress to Runway 28R utilizing the SFO R-095. In the event of a go-around on Runway 28L, turn left heading 265°, climb and maintain 3000, or as directed by Air Traffic Control.

TIPP TOE VISUAL RWY 28L

inoperative, SQL 2400'/5)

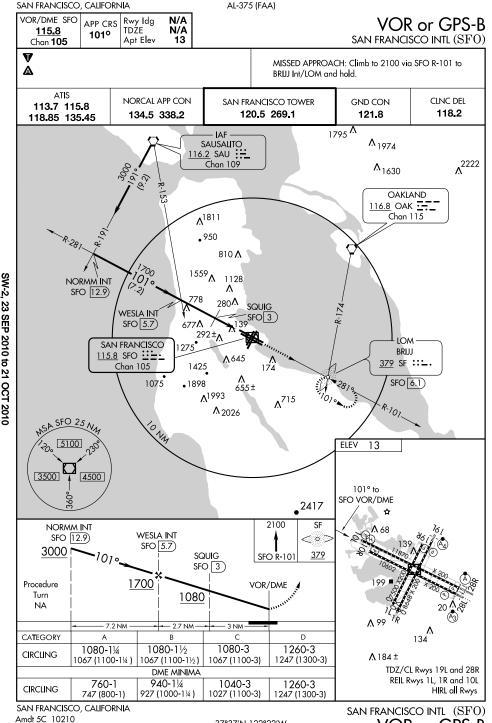
4

5

7 8 9 10 11 12 13

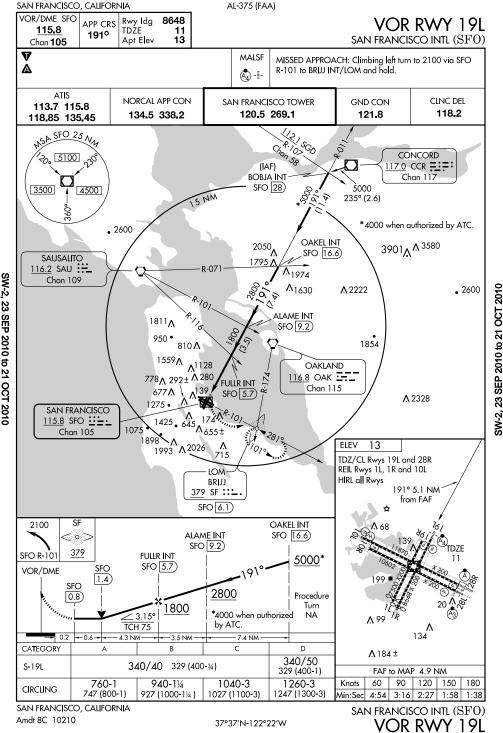
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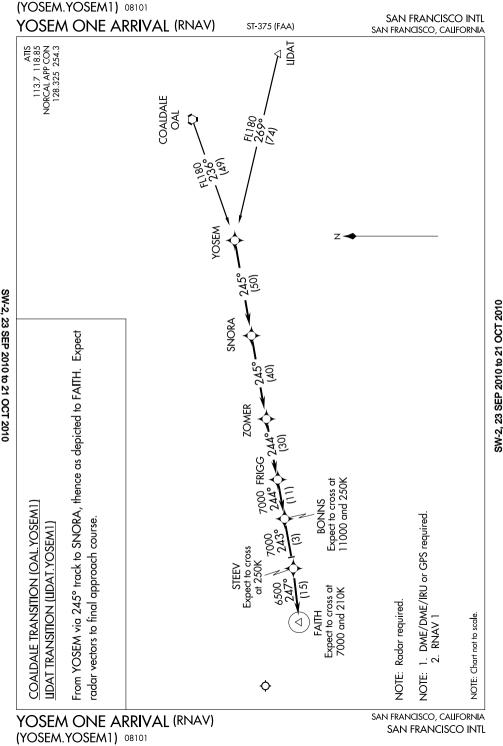
1 NM 2

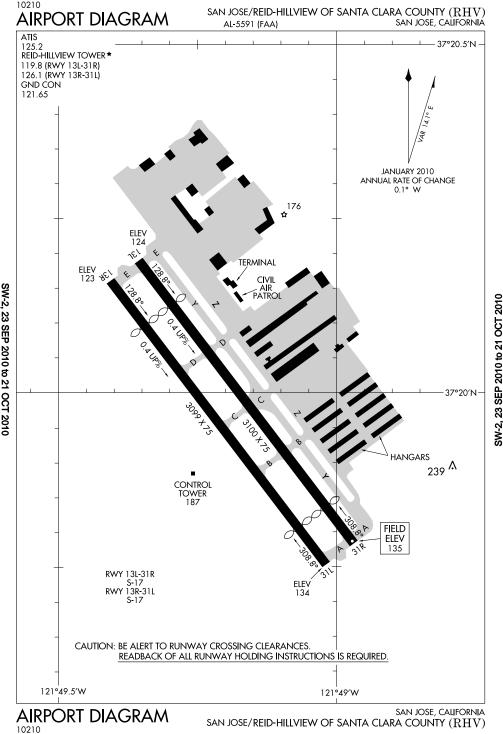


37°37′N-122°22′W

VOR or GPS-B







SAN FRANCISCO

L-2F, 3B

## CALIFORNIA

135 B S4 FUEL 100LL, JET A OX 2, 4 TPA-1135(1000) RWY 13L-31R: H3100X75 (ASPH) S-17 MIRL 0.4% up NW

S-17 0.4% up NW

REID-HILLVIEW OF SANTA CLARA CO (RHV) 4 SE UTC-8(-7DT)

RWY 13L: REIL. VASI(V2L)—GA 4.0° TCH 25'. Thid dspicd 499'. RWY 31R: REIL. VASI(V2L)-GA 4.0° TCH 17'. Thid dspicd 410'.

RWY 31L: VASI(V2L)—GA 4.0° TCH 17'. Thid dspicd 409'. Road. AIRPORT REMARKS: Attended 1500-0600Z‡. Self-fueling avbl continuously. Birds on and invof arpt. Rwy 31R calm wind rwy

when twr closed. No pure jet or surplus military acft except those

meeting FAR 36 noise criteria. No touch and go landings 0500-1500Z‡. No simulated emergencies in arpt tfc area. No

turns blo 500' when leaving pattern except Rwy 31R departures—as soon as practicable after departure make a slight

right turn to avoid school one half mile off departure end. When twr clsd ACTIVATE MIRL Rwy 13L-31R, REIL Rwy 13L and Rwy 31R-CTAF. VASI Rwy 13L, Rwy 31R and Rwy 31L opr

continuously. WEATHER DATA SOURCES: LAWRS. COMMUNICATIONS: CTAF 119.8 ATIS 125.2 (408) 923-7100

**UNICOM** 122.95

R NORCAL APP CON 120.1 134.5 133.95

N37°19.97′ W121°49.19′

RWY 13R-31L: H3099X75 (ASPH)

RWY 13R: Thid dsplcd 499'. Tree. Rgt tfc.

Road, Rgt tfc.

R NORCAL DEP CON 121.3

REID-HILLVIEW TOWER 119.8 (Rwy 13L-31R) 126.1 (Rwy 13R-31L) (1500-0600Z‡) AIRSPACE: CLASS D svc 1500-0600Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SJC.

SAN JOSE (L) VORW/DME 114.1 SJC Chan 88 N37°22.48′ W121°56.68′ COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.

#### (SBP) 3 S UTC-8(-7DT)N35°14.24′ W120°38.56′

212 B S4 FUEL 100LL, JET A OX 1, 3, 4 TPA—See Remarks Class I, ARFF Index B

NOTAM FILE SBP

RWY 11-29: H6100X150 (ASPH-GRVD) S-75, D-100, 2S-82

HIRL 0.8% up SE

RWY 11: MALSR, VASI(V4L)—GA 3.0° TCH 50', Thid dspicd 800'.

RWY 29: REIL. VASI(V4L)-GA 3.25° TCH 50'. Thid dspicd 500'

RWY 07-25: H2500X100 (ASPH) S-12.5, D-12.5 1.1% up E RWY 07: Road. ARRESTING GEAR/SYSTEM

RWY 11: EMAS

RWY 29: EMAS AIRPORT REMARKS: Attended 1400-0100Z‡. Recurring flocks of

SAN LUIS OBISPO

SAN LUIS COUNTY RGNL

waterfowl on and in vicinity of arpt during winter months. Twr

unable to see acft in holding bay at NW end of Twy A. Movement from holding bay rqrs tower approval during twr hrs. Noise sensitive arpt. For noise abatement information ctc arpt manager

multi-engine, jet and high performance. Taxilane widths less than standard. When twr clsd ACTIVATE MALSR-CTAF. WEATHER DATA SOURCES: ASOS (805) 547-1260. LAWRS.

805-781-5205. Rwy 29 designated calm wind rwy.

TPA-1212(1000). TPA-1203 (991) single engine; 1703 (1491)

Rwy 11. Class IE. Unmonitored when twr clsd.

COMMUNICATIONS: CTAF 124.0 ATIS 120.6 UNICOM 122.95 R SANTA BARBARA APP/DEP CON 127.725 (1400-0700Z‡)

R L.A. CENTER APP/DEP CON 119.05 (0700-1400Z‡) TOWER 124.0 (1400-0400Z‡) GND CON 121.6

AIRSPACE: CLASS D svc (1400-0400Z‡) other times CLASS G.

I-SBP

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

MORRO BAY (L) VORTACW 112.4 MQO Chan 71 N35°15.14′ W120°45.57′ 083° 5.8 NM to fld. 1463/16E.

2500 X 100

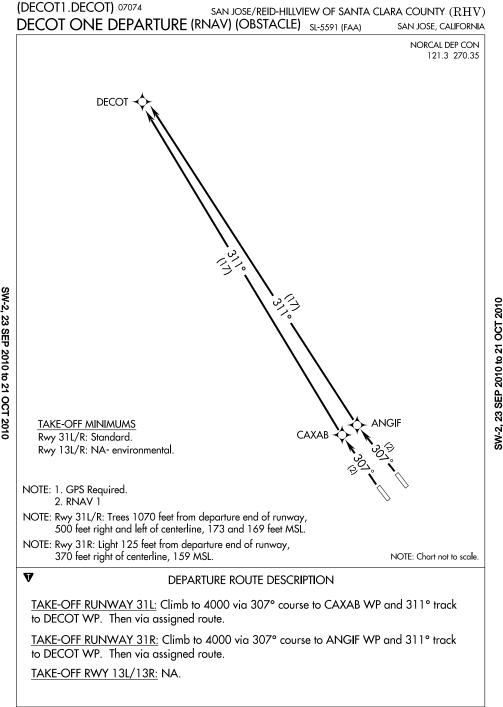
NOTAM FILE RHV IAP. AD

**GND CON 121.65** 

097° 6.5 NM to fld. 43/16E.

LOS ANGELES H-4H, L-3D, 7A

IAP, AD



DECOT ONE DEPARTURE (RNAV) (OBSTACLE)

SAN JOSE, CALIFORNIA
(DECOT1.DECOT) 07074

SAN JOSE/REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

(PYE.PYE1) 09127 POINT REYES ONE ARRIVAL SAN FRANCISCO, CALIFORNIA ST-375 (FAA) NORCAL APP CON 133.95 317.6 MAXWELL SAN FRANCISCO TOWER 110.0 MXW .... 120.5 269.1 Chan 37 SAN FRANCISCO INTLATIS N39°19.06′-W122°13.29′ 113.7 118.85 SAN CARLOS TOWER★ 119.0 326.2 SAN CARLOS ATIS 125.9 MENDOCINO PALO ALTO TOWER★ 112.3 ENI 118.6 PALO ALTO ATIS N39°03.19′-W123°16.45′ 135.275 L-2, H-3 MOFFETT FEDERAL AFLD TOWER★ 650 1840 (80) 119.55 346.25 SACRAMENTO MOFFETT FEDERAL AFLD ATIS 11<u>5.2</u> SAC <u>:::</u>\_\_ 124.175 283.0 SANTA ROSA Chan 99 SAN JOSE TOWER★ 113.0 STS ∷ N38°26.62′-W121°33.10′ 124.0 257.6 Chan 77 L-2-3, H-3 NORMAN Y. MINETA **POPES** SAN JOSE INTLATIS N38°29.16 V494 126.95 W122°20.75' REID-HILLVIEW TOWER★ 5000 R-077 119.8 RWY 13L/31R 22) 257° 126.1 RWY 13R/31L (38)**REID-HILLVIEW ATIS** 125.2 SCAGGS ISLAND 112.1 SGD <u>∺</u>:.• Chan 58 SAUSALITO 116.2 SAU ::-POINT REYES Chan 109 113.7 PYE :--=-Chan 84 N38°04.79′-W122°52.07′ SAN FRANCISCO 115.8 SFO <u>∷</u> <u>-</u> . R-243 \_ Chan 105 STINS N37°49.42' OAKLAND W122°45.40′ 116.8 OAK ... Chan 115 SAN FRANCISCO INTL PALO ALTO AIRPORT OF SANTA CLARA COUNTY (£) SAN CARLOS NORMAN Y. MINETA SAN JOSE INTL 076°→ **HADLY** (14) R-256 MOFFETT N37°24.14' FEDERAL AFLD W122°34.54' RÉID-HILLVIEW OF SANTA CLARA WOODSIDE COUNTY 113.9 OSI ... Chan 86 NOTE: SACRAMENTO Transition to be used N37°23.55'-W122°16.88' only when assigned by ATC.

POINT REYES ONE ARRIVAL

SAN FRANCISCO, CALIFORNIA

(NARRATIVE ON FOLLOWING PAGE)

23 SEP 2010 to 21 OCT 2010

NOTE: Chart not to scale.

POINT REYES ONE ARRIVAL

SW-2, 23 SEP 2010 to 21 OCT 2010

### ARRIVAL DESCRIPTION

MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence....

 $\underline{\text{MENDOCINO TRANSITION (ENI.PYE1):}} \ \text{From over ENI VORTAC via ENI R-146} \\ \text{and PYE R-325 to PYE VORTAC. Thence....}$ 

SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence....

....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course.

WAAS 2601 RNAV (GPS) RWY 13L Rwy Idg APP CRS CH 82216 TDŹE 133 127° Apt Elev 135 SAN JOSE/ REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)W13A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower MISSED APPROACH: Climb to closed, use Norman Y Mineta San Jose Intl altimeter setting. Circling east of Rwy 4600 direct NAZFO and on **A**NA 13L-31R NA at night. VDP NA with Norman Y Mineta San Jose Intl altimeter setting. track 129° to GILRO and hold. REID-HILLVIEW TOWER ★ NORCAL APP CON GND CON UNICOM ATIS (Rwy 13L-31R) (Rwy 13R-31L) 125.2 120.1 290.25 121.65 122.95 119.8 (CTAF) 🛈 V 5338 (IAF) DECOT . Procedure NA for arrivals at DECOT via V107 northwest bound. 3033 RW 13L 25 Ny 3675 5600 (IF) 3817 PIYOG **(** 382 408 (FAF) HEKUR **JATPI** 6 NM to RW13L 100% For LPV fly visual 4400 to airport, RW13I 127°-4.3 miles. 393 MISSED APCH FIX **GILRO** 377 **5**42 4 NM ELEV 135 4600 NAZFO Procedure VGSI and RNAV glidepath GILRO Turn not coincident. 129° PIYOG Δ NA 127° to **HEKUR** RW13L Λ<sub>232 ±</sub> JATPI For LPV fly visual to 3800 2800 airport, 127°-4.3 miles 6 NM to RW13L \*4 NM to \* LNAV only ☆ 176 RW13L **TDZE** RW13L 2120 GS 3.00° 2800 TCH 57 5.1 NM 2 NM 2 NM 4 NM CATEGORY D LPV DA 1554-3 1421 (1500-3) NA 1840-11/4 1840-11/2 LNAV MDA NA 1707 (1800-11/2) 1707 (1800-11/4) 187 1840-1¼ 1840-11/2 NA CIRCLING 1705 (1800-11/4) 1705 (1800-11/2) NORMAN Y MINETA SAN JOSE INTL ALTIMETER SETTING MINIMUMS LPV DA 1860-11/4 1860-1½ LNAV MDA NA 1727 (1800-11/4) 1727 (1800-11/2) MIRL Rwy 13L-31R (1) 1860-11/4 1860-11/2 CIRCLING NA REIL Rwys 13L and 31R 🗓 1725 (1800-11/4) 1725 (1800-11/2) SAN JOSE, CALIFORNIA SAN JOSE/ REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

AL-5591 (FAA)

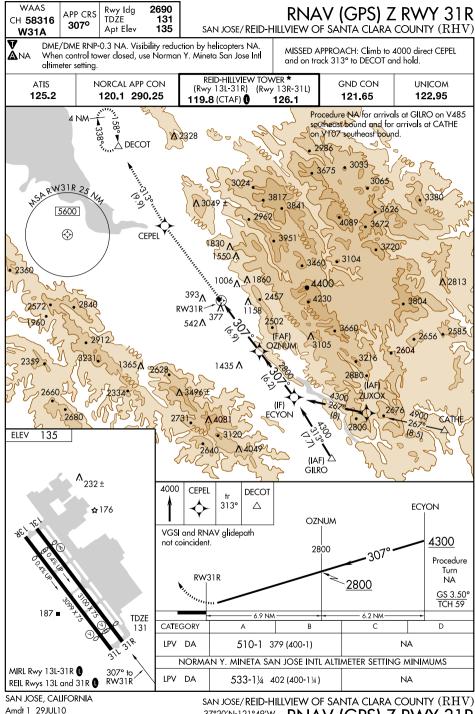
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SAN JOSE, CALIFORNIA

SW-2, 23 SEP 2010 to 21 OCT 2010

10210

SW-2, 23 SEP 2010 to 21 OCT 2010

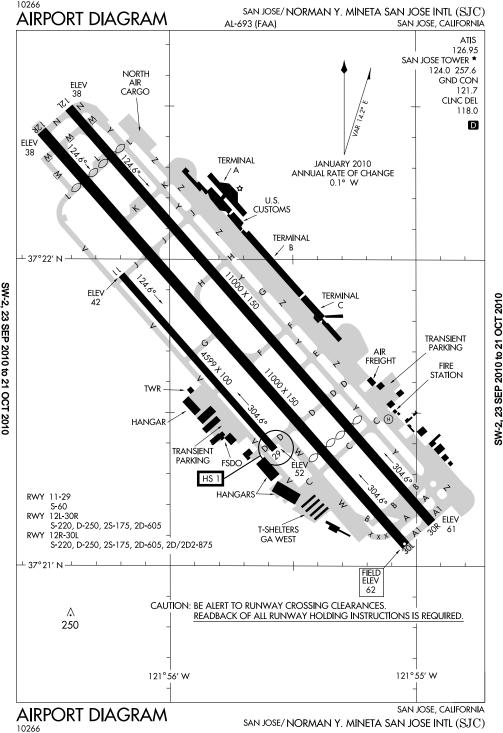


AL-5591 (FAA)

10210

23 SEP 2010 to 21 OCT 2010

SAN JOSE, CALIFORNIA



SAN JOSE N37°22.48′ W121°56.68′ NOTAM FILE SJC. (I) VORW/DMF 114 1 SIC Chan 88 VOR unusable:

SAN FRANCISCO 118° 1.0 NM to Norman Y. Mineta San Jose Intl. 43/16E. L-2F. 3B. A

118° 1.0 NM to fld. 43/16E.

ILS unmonitored when twr clsd.

ILS unmonitored when twr clsd.

IAP, AD

170°-240° byd 30 NM blo 6,700′

360°-070° byd 25 NM blo 6,500' 140°-160° bvd 25 NM blo 6.100'

SAN JOSE NORMAN Y. MINETA SAN JOSE INTL 2 NW (SJC) UTC-8(-7DT)N37°21.76′ W121°55.75′ SAN FRANCISCO FUEL 100LL, JET A TPA—See Remarks LRA H-3B, L-2F, 3B, A 0X 1, 2, 3, 4

Class I. ARFF Index D NOTAM FILE SJC

RWY 12L-30R: H11000X150 (CONC-GRVD) S-220, D-250, 2S-175, 2D-605 HIRL CI 0.3% up SE RWY 12L: REIL. PAPI(P4R)—GA 3.0° TCH 70'. Dsplcd thid 1307'. Pole. RWY 30R: PAPI(P4L)—GA 3.0° TCH 69', Dsplcd thid 2537', Tree, Rgt tfc. RWY 12R-30L: H11000X150 (CONC-GRVD) CL S-220, D-250, 2S-175, 2D-605, 2D/2D2-875 HIRL RWY 12R: MALSR. PAPI(P4R)—GA 3.0° TCH 76'. Thid dsplcd 1302'. Pole. Rgt tfc.

RWY 30L: MALSR. PAPI(P4L)-GA 3.0° TCH 72'. Thid dsplcd 2542'. Fence. MIRL RWY 11-29: H4599X100 (ASPH) S-60 RWY 11: PAPI(P4L)-GA 3.0° TCH 42'. Rgt tfc. RWY 29: REIL. PAPI(P4L)-GA 3.6° TCH 52'. Tree. RUNWAY DECLARED DISTANCE INFORMATION

RWY 12L: TORA-10125 TODA-11000 ASDA-10125 LDA-8810 RWY 12R: TORA-9883 TODA-11000 ASDA-9883 LDA-8584 RWY 30L: TORA-10142 TODA-11000 ASDA-10142 LDA-7605

RWY 30R: TORA-10020 TODA-11000 ASDA-10020 LDA-7479 AIRPORT REMARKS: Attended continuously. Birds frequently on or in vicinity of arpt. First 400' Rwy 30R and Rwy 30L CLOSED for tkf DC10, MD11, L1011, Noise abatement procedure; Rwy 12R-30L is preferred arrival rwy for jet

acft and Rwy 12L-30R is the preferred departure rwy for jet acft. All jet acft take-offs are to be initiated from end of rwy unless directed otherwise by twr. Jet departure on Rwy 11-29 not authorized except for jets under 12R-30L and Rwy 12L-30R. TPA-1004(942) single-engine acft, 1504(1442) multi-engine and turbine

75,000 pounds manufacture designed certified gross take-off weight and only during closures of both Rwy

powered acft. Unscheduled ops by group 5 acft (B747) and larger not authorized except with prior arpt approval ctc arpt manager 408-392-3501. Rwy 11-29 limited to acft with wingspan of less than 79' and apch speed of less than 121 knots (Gulfstream 1 or smaller). All engine run-ups require prior arpt approval, ctc manager on duty 408-392-3501. Rwy 12R-30L and Rwy 12L-30R FAR 139 certified. Curfew hours 0700-1500Z‡ FAR 36 Stage II, 0730-1430Z‡ FAR 36 Stage III acft listed on the schedule of authorized acft issued by the Director of Aviation. Delayed scheduled flights and alternate emerg ops may be exempt from curfew hr restrictions. Prior

arpt notification is required for all late/early arrivals. Ctc manager on duty at 408-392-3501, Rwy 11-29 run-up area ltd to acft 12,500 lbs or lighter. Twy D between Twy W and Twy V ltd to acft with a wingspan of less than

118' (A-321 or smaller). Twy Y will be periodically restricted to acft with a wingspan of less than 171' (MD-11 or smaller) during B-777 ops on Rwy 12L-30R. Twy Z will be periodically restricted to acft with a wingspan of

less than 118' (BBJ smaller) during B-777 ops. Twy W between Twy B and Twy C restricted to acft with a wingspan of 118', (BBJ or smaller). Twy G and Twy J between Rwy 12R-30L and Twy V limited to 100,000 pounds gross weight. Twy V limited to acft with wingspan of less than 118' (A-321 or smaller). ACTIVATE MIRL

Rwy 11-29, HIRL Rwy 12L-30R and Rwy 12R-30L, MALSR Rwy 12R and MALSR Rwy 30L-Frequency 124.0 when twr clsd. Rwy 12R-30L 900' dsplcd thid on NW end not grvd. Rwy 30L 1873' dsplcd thid on SE end not grvd. Flight Notification Service (ADCUS) available. WEATHER DATA SOURCES: ASOS (408)969-0838. LAWRS.

COMMUNICATIONS: CTAF 124.0 D-ATIS 126.95 (408) 980-8459 R NORCAL APP CON 120.1 125.35 134.5

(R) NORCAL DEP CON 121.3 TOWER 124.0 (1400-0800Z±)

Rwv 12R.

Class IE.

**GND CON 121.7 CLNC DEL** 118.0 PRE TAXI CLNC 118.0

Chan 046(X)

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.

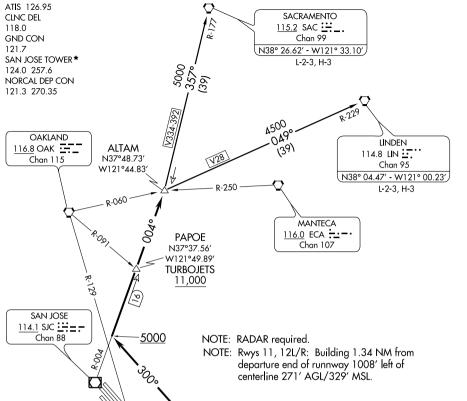
AIRSPACE: CLASS C svc 1400-0800Z other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE SJC.

I-SLV

ILS/DME 110.9

SAN JOSE (L) VORW/DME 114.1 SJC Chan 88

N37°22.48' W121°56.68' ILS/DME 110.9 I-SJC Chan 046(X) Rwy 30L. Class IE.



Rwys 11, 12L/R: Standard with a minimum climb of 290' per NM to 4000/Turbojets 290' per NM to 11000 (ATC).

TAKE-OFF MINIMUMS

Rwys 29, 30L/R: NA- operational.

NOTE: Chart not to scale.

SW-2, 23 SEP 2010 to 21 OCT 2010

V

SW-2, 23 SEP 2010 to 21 OCT 2010

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 12L/R: Climb via heading 123° to intercept and proceed via OAK R-129 to 4000', then turn left heading 300° to intercept SJC R-004 at or above 5000'. Proceed via SJC R-004 to ALTAM INT. Turbojets cross PAPOE INT/SJC 16 DME at or above 11,000'. Then via (transition) or (assigned route). Aircraft filing FL240 and above expect further clearance to filed altitude 10 minutes after departure.

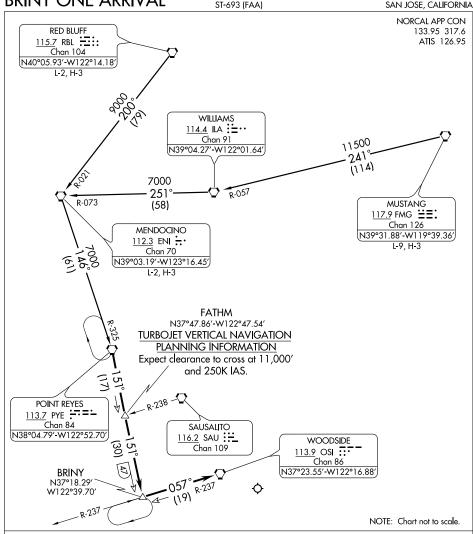
LINDEN TRANSITION (ALTAM7.LIN): From over ALTAM INT via LIN R-229 to LIN VORTAC.

TAKE-OFF RUNWAYS 29, 30L/R: Not Authorized.

SACRAMENTO TRANSITION (ALTAM7.SAC): From over ALTAM INT via SAC R-177 to SAC VORTAC.

## ALTAM SEVEN DEPARTURE (ALTAM7.ALTAM) 10266

4000



MENDOCINO TRANSITION (ENI.BRINY1): From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VORTAC. Thence . . . .

MUSTANG TRANSITION (FMG.BRINY1): From over FMG VORTAC via FMG R-241 to ILA VORTAC then via ILA R-251 to ENI VORTAC, then via ENI R-146 to PYE VORTAC. Thence . .

RED BLUFF TRANSITION (RBL.BRINY1): From over RBL VORTAC via RBL R-200 and ENI R-146 to PYE VORTAC. Thence . . . .

. . . . From over PYE VORTAC via PYE R-151 to BRINY INT/DME, then via OSI R-237 to OSI VORTAC. Expect radar vectors to Rwy 12R final approach course.

(SAC.CAPO3) 09351 NORMAN Y. MINETA SAN JOSE INTL CAPITOL THREE ARRIVAL ST-693 (FAA) SAN JOSE, CALIFORNIA NORCAL APP CON 120.1 290.25 SACRAMENTO ATIS 126.95 115.2 SAC ::- \_\_\_\_\_\_\_ N38°26.62′-W121°33.10′ L-2-3.H-3 **MODESTO** 114.6 MOD == 6000 157° (66) Chan 93 SW-2, 23 SEP 2010 to 21 OCT 2010 SAN JOSE 114.1 SJC <u>:::</u>=-Chan 88 (FIRKA) N37°21.33′ W121°24.50′ LICKE N37°09.59' W121°41.89 SALINAS 117.3 SNS **∷** Chan 120 NOTE: Chart not to scale From over SAC VORTAC via SAC R-157 to intercept and proceed via MOD R-216 to LICKE INT. Then via radar vector to San Jose Intl Airport. SAN JOSE, CALIFORNIA CAPITOL THREE ARRIVAL NORMAN Y. MINETA SAN JOSE INTL

(SAC.CAPO3) 09351

(DANV2.DYBLO) 09351 SAN JOSE/NORMAN Y. MINETA SAN JOSE INTL (S.J.C.) DANVILLE TWO DEPARTURE SL-693 (FAA) SAN JOSE, CALIFORNIA ATIS 126.95 **RED BLUFF** CLNC DEL 115.7 RBL 🛨 :: 118.0 꾸 Chan 104 **SACRAMENTO** GND CON 157 115.<u>2</u> SAC :::\_\_. N40°05.93′-W122°14.18′ 121.7 L-2, H-3 Chan 99 SAN JOSE TOWER★ N38°26.62′-W121°33.10′ 124.0 257.6 L-2-3, H-3 NORCAL DEP CON 121.3 270.35 15,000 LINDEN 114.8 LIN :-. 15,000 Chan 95 N38°04.47′-W121°00.23′ L-2-3, H-3 TAKE-OFF MINIMUMS DYBLO Rwys 11, 12L/R: Standard with a `N37°48.08' W121°59.33' minimum climb of 420' per NM to 6100. Rwys 29, 30L/R: NA-operational. NOTE: Rwys 11, 12L/R: Building 1.34 NM from SW-2, 23 SEP 2010 to 21 OCT 2010 RONRE

V

## DEPARTURE ROUTE DESCRIPTION

8

TAKE-OFF RUNWAYS 29, 30L/R: NA.

SAN JOSE 114.1 SJC ::==

Chan 88 N37°22.48′-W121°56.68′

N37°30.47′ W121°57.50′

14.000

TAKE-OFF RUNWAYS 11, 12L/R: Climb via runway heading for vector to SJC VOR/DME, then via SJC R-339 to DYBLO INT, thence via (transition) or (assigned route). Cross SJC VOR/DME at or above 12,000'. Cross RONRE/8 DME at or above 14,000', maintain assigned altitude. Aircraft filing FL240 and above expect further clearance to filed altitude after passing SJC VOR/DME.

\_12,000

LOST COMMUNICATIONS:

Runways 11, 12L/R: If not in contact with departure control after reaching 5000', turn right direct SJC VOR/DME thence via SJC VOR/DME R-339 to DYBLO INT, thence via (transition) or (assigned route). Cross SJC VOR/DME at or above 12,000', cross RONRE/8 DME at or above 14,000', then climb to filed altitude.

LINDEN TRANSITION (DANV2.LIN): From over DYBLO INT via LIN R-234 to LIN VORTAC.

RED BLUFF TRANSITION (DANV2.RBL): From over DYBLO INT via SJC R-339 and RBL R-157 to RBL VORTAC.

SACRAMENTO TRANSITION (DANV2.SAC): From over DYBLO INT via SAC R-191 to SAC VORTAC.

## DANVILLE TWO DEPARTURE (DANV2.DYBLO) 09351

departure end of runnway 1008' left of

NOTE: Radar and DME required.

NOTE: Turbojet aircraft only.

NOTE: Chart not to scale.

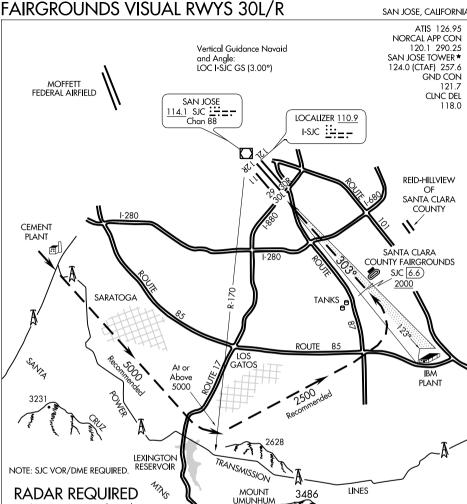
centerline 271'AGL/329' MSL. NOTE: Rwys 11, 12L/R: 4521 MSL tree and

4600 MSL tree.

5000

23 SEP 2010 to 21 OCT 2010

(HYP.HYP5) 09351 NORMAN Y. MINETA SAN JOSE INTL **FIVE ARRIVAL** ST-693 (FAA) SAN JOSE, CALIFORNIA NORCAL APP CON VOTE: Chart not to scale. 126.475 317.775 N38°00.20′-W117°46.23′ ATIS 126.95 117.7 OAL :=.. COALDALE Chan 124 L-9, H-3 N39°31.88′-W119°39.36′ N37°23.38′ W118°47.03′ TURBOJET VERTICAL NAVIGATION 117.9 FMG ≝≣. CANDA NAVIGATION PLANNING Expect clearance to cross PLANNING INFORMATION MUSTANG Chan 126 L-9, H-3 Expect clearance to cross N37°17.17' - W119°47.50' **FURBOJET VERTICAL** at or below FL 240. at or below FL 240. **INFORMATION** W119°46.10' N37°41.17′ ELCAP KNOLS FL180 (4) 112.9 CZQ ==:: Chan 76 CLOVIS (111)SW-2, 23 SEP 2010 to 21 OCT 2010 <u> ۲</u>9۱ \* 13600 \* 13600 92 12000 7247° 7(29) at or below 12000', and to cross 25 NM southeast of SJC VOR/DME at 8000' **TURBOJET VERTICAL NAVIGATION** For Rwy 12 Operations: Expect radar vectors to final approach course. Expect clearance to cross PAPEE MUSTANG TRANSITION (FMG.HYP5): From over FMG VORTAC via COALDALE TRANSITION (OAL.HYP5): From over OAL VORTAC via PLANNING INFORMATION PANOCHE FMG R-167 and CZQ R-348 to ELCAP INT, then via HYP R-032 to N37°13.17'-W120°24.01' .... From over HYP VOR/DME via HYP R-240 to PAPEE DME fix, 114.2 HYP :::=:-Chan 89 then via HYP R-240 to TORCH DME fix, thence via SJC R-121 to EL NIDO (8) OAL R-216 and HYP R-067 to HYP VOR/DME. Thence W120°46.17" N37°08.38′ PAPEE GILRO INT. Expect the ILS Rwy 30L Approach. 240°. 37 N36°58.77′ W121°29.56′ **TORCH** HYP VOR/DME. Thence . . . . W121°34.11′ 117.3 SNS ::: N37°02.77′ GIRO Chan 120 SALINAS ARRIVAL SAN JOSE, CALIFORNIA NORMAN Y. MINETA SAN JOSE INTL (HYP.HYP5)



## FAIRGROUNDS VISUAL APPROACH RUNWAYS 30L/R

Turbo-jet aircraft from the west-northwest may be vectored in the vicinity of the Cement Plant for a Fairgrounds Visual Approach.

Aircraft should turn base no closer than SJC R-170. Aircraft should turn final no closer than 6.6 DME at or above 2,000' for noise abatement.

NOTE: Closely spaced parallel visual approaches may be in progress to Runways 30L/R. In the event of a go-around on Runway 30L, proceed straight-ahead heading 300°, or on Runway 30R, turn right heading 120°, climb and maintain 4,000, or as directed by ATC.

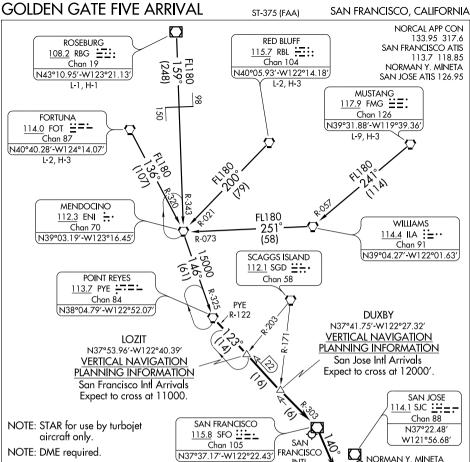
## FAIRGROUNDS VISUAL RWYS 30L/R

15

SW-2, 23 SEP 2010 to 21 OCT 2010

Weather Minimums: 2500 foot ceiling

and 5 miles visibility. 1 NM 2



FORTUNA TRANSITION (FOT.GOLDN5): From over FOT VORTAC via FOT R-136 and ENI R-320 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

MUSTANG TRANSITION (FMG.GOLDN5): From over FMG VORTAC via FMG R-241 and ILA R-057 to ILA VORTAC, then via ILA R-251 and ENI R-073 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

RED BLUFF TRANSITION (RBL.GOLDN5): From over RBL VORTAC via RBL R-200 and ENI R-021 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

ROSEBURG TRANSITION (RBG.GOLDN5): From over RBG VOR/DME via RBG R-159 and ENI R-343 to ENI VORTAC, then via ENI R-146 and PYE R-325 to PYE VORTAC. Thence....

....From over PYE VORTAC via SFO R-303 to SFO VOR/DME, then via heading 140° (MEA 6000). Expect vectors to final approach course.

LOST COMMUNICATIONS: San Jose Intl: After SFO VOR/DME proceed direct SJC VOR/DME. (MEA 6000).

## **GOLDEN GATE FIVE ARRIVAL**

SAN JOSE INTL

23 SEP 2010 to 21 OCT 2010

NOTE: Chart not to scale.

#### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

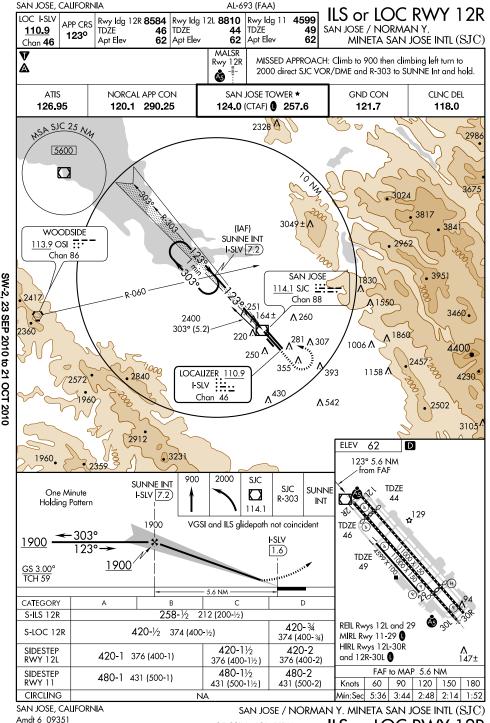
increased risk has been reduced or el		
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CONCORD, CA		
BUCHANAN FIELD (CCR)	HS 1	Rwy 01L-19R, Twy E and Twy J.
	HS 2	Rwy 32L and run-up area, Twy J.
	HS 3	Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K.
	HS 4	Rwy 32L apch, Twy A.
HAYWARD, CA		,,,
HAYWARD EXECUTIVE (HWD)	HS 1	Rwy 10L-28R, Twy E and Twy A.
` ,	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
MERCED, CA		
CASTLE (MER)	HS 1	Twy A, Twy A1, Twy B, and Twy G complex int.
, ,	HS 2	Twy A and southeast ramp, traffic congestion.
NAPA, CA		,
NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E and the ramp.
	HS 2	Rwy 24, Twy A.
	HS 3	Rwy 24 and Rwy 36L.
OAKLAND, CA		
METROPOLITAN OAKLAND		
INTL (OAK)	HS 1	Rwy 27R, Twy A and Twy B.
	HS 2	Rwy 09L-27R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Rwy 09L and Rwy 33, Twy J, Twy P, and Twy C, complex
		int.
SACRAMENTO, CA		
SACRAMENTO INTL (SMF)	HS 1	Rwy 16R-34L and Twy A10
SALINAS, CA		
SALINAS MUNI (SNS)	HS 1	Twy A and Twy C int in close proximity of Rwy 08-26.
SAN FRANCISCO, CA		
SAN FRANCISCO INTL (SFO)	HS 1	Twy B, Twy J, and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Rwy 28R and Twy T.
SAN JOSE, CA		
NORMAN Y. MINETA SAN		
JOSE INTL (SJC)	HS 1	Rwy 29 and Rwy 30L. Rwy 29 run-up area.

23 SEP 2010 to 21 OCT 2010

<sup>\*</sup>See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

Amdt 22A 09351

ILS or LOC/DME RWY 30L

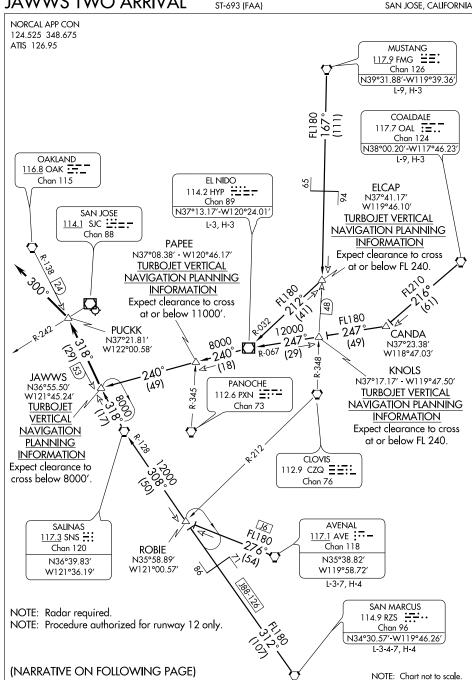


ILS or LOC RW 37°22′N - 121°56′W

(JAWWS.JAWWS2) 09351

JAWWS TWO ARRIVAL ST-693 (FAA)

NORMAN Y. MINETA SAN JOSE INTL
SAN JOSE, CALIFORNIA



# JAWWS TWO ARRIVAL

SAN JOSE, CALIFORNIA NORMAN Y. MINETA SAN JOSE INTL SW-2, 23 SEP 2010 to 21 OCT 2010

## ARRIVAL DESCRIPTION

AVENAL TRANSTION (AVE.JAWWS2): From over AVE VORTAC via AVE R-276 to ROBIE INT, then via SNS R-128 to SNS VORTAC, then via SNS R-318 to JAWWS INT. Thence . . .

COALDALE TRANSITION (OAL.JAWWS2): From over OAL VORTAC via

OAL R-216 and HYP R-067 to HYP VOR/DME, then via HYP R-240 to JAWWS INT. Thence . . . . EL NIDO TRANSITION (HYP.JAWWS2): From over HYP VOR/DME via

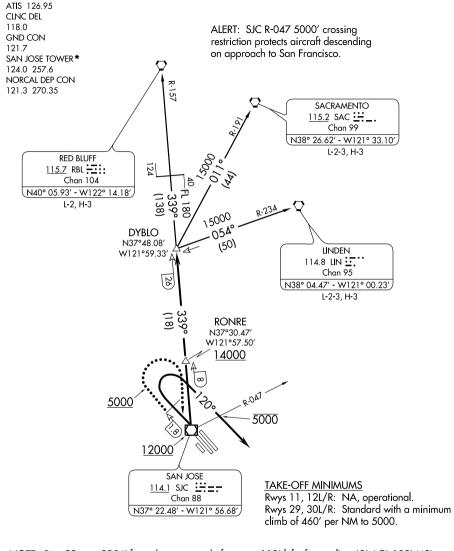
HYP R-240 to PAPEE INT then via HYP R-240 to JAWWS INT. Thence . . . MUSTANG TRANSITION (FMG.JAWWS2): From over FMG VORTAC via FMG R-167 to ELCAP INT, then via HYP R-032 to HYP VOR/DME, then via HYP R-240 to JAWWS INT. Thence . . . .

SAN MARCUS TRANSITION (RZS.JAWWS2): From over RZS VORTAC via RZS R-312 and SNS R-128 to SNS VORTAC, then via SNS R-318 to JAWWS

INT. Thence . . . . . . . From over JAWWS INT via OAK R-138 to PUCKK INT, thence via heading 300°, expect radar vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications proceed direct to

SJC VOR/DME and execute runway 12R ILS approach.



NOTE: Rwy 29, tree 2254' from departure end of runway 113' left of centerline 63' AGL 102' MSL. NOTE: Rwy 30L, pole 1739' from departure end of runway 743' left of centerline 55' AGL/91' MSL.

NOTE: Rwy 30R, pole 963' from departure end of runway 133' right of centerline 49' AGL/85' MSL.

NOTE: Rwys 29, 30L/R, 3043 MSL tower.

NOTE: Radar and DME Required.

NOTE: Turbojet aircraft only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## LOUPE ONE DEPARTURE (LOUPE1.DYBLO) 09351

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS11, 12L: NA.

TAKE-OFF RUNWAYS 29, 30L/R: Climb runway heading at SJC 1.8 DME northwest of SJC VOR/DME turn right heading 120°, maintain 5000, for radar vectors to SJC VOR/DME, then via SJC R-339 to DYBLO INT, Thence....

....via (transition) or (assigned route). Cross SJC R-047 at or below 5000, cross SJC VOR/DME at or above 12000, cross RONRE/8 DME at or above 14000, maintain assigned altitude. Aircraft filing FL240 and above expect further clearance to filed altitude 10 minutes after departure.

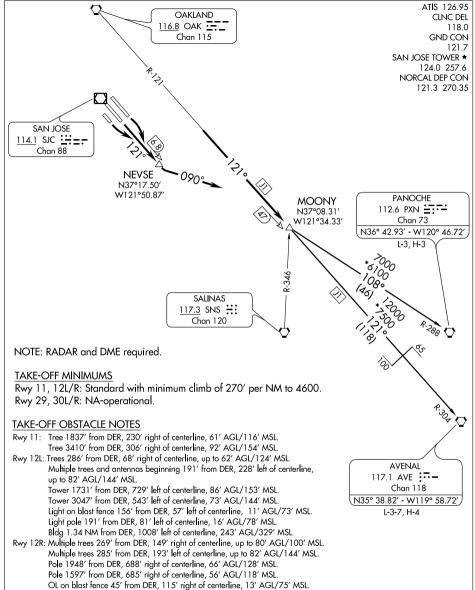
#### LOST COMMUNICATIONS:

Runways 29, 30L/R: If not in contact with departure control after reaching 5000' turn right direct SJC VOR/DME thence via SJC VOR/DME R-339 to DYBLO INT, thence via (transition) or (assigned route). Cross SJC VOR/DME at or above 12000, cross RONRE/8 DME at or above 14000, then climb to filed altitude.

LINDEN TRANSITION (LOUPE1.LIN): From over DYBLO INT via LIN R-234 to LIN VORTAC.

RED BLUFF TRANSITION (LOUPE1.RBL): From over DYBLO INT via SJC R-339 and RBL R-157 to RBL VORTAC.

SACRAMENTO TRANSITION (LOUPE1.SAC): From over DYBLO INT via SAC R-191 to SAC VORTAC.



(NARRATIVE ON FOLLOWING PAGE)

Vehicles on road 338' from DER, left and right of centerline, up to 20' AGL/82' MSL.

Pole 1273' from DER, 279' right of centerline, 42' AGL/104' MSL. OL on localizer, 10' from DER, on centerline, 6' AGL/68' MSL. Tower 3046' from DER, 1243' left of centerline, 82' AGL/144' MSL. Bldg 1.34 NM from DER, 1708' left of centerline, 243' AGL/329' MSL.

NOTE: Chart not to scale.

MOONY THREE DEPARTURE

SL-693 (FAA)

SAN JOSE/NORMAN Y. MINETA SAN JOSE INTL (SJC) SAN JOSE, CALIFORNIA

V

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climbing left turn to intercept SJC VOR/DME R-121 to

NEVSE 6.8 DME fix thence. . . TAKE-OFF RUNWAY 12L: Climbing right turn to intercept SJC VOR/DME R-121 to

NEVSE 6.8 DME fix thence. . . .

TAKE-OFF RUNWAY 12R: Climb heading 121° and SJC VOR/DME R-121 to NEVSE 6.8 DME fix thence....

. . . .turn left heading 090° to intercept OAK VORTAC R-121 to MOONY INT, then via (transition) or assigned route. Aircraft filing FL240 or above expect further clearance to filed altitude ten minutes after departure.

AVENAL TRANSITION (MOONY3.AVE): From over MOONY INT via OAK R-121

and AVE R-304 to AVE VORTAC.

to PXN VORTAC.

PANOCHE TRANSITION (MOONY3.PXN): From over MOONY INT via PXN R-288

SW-2, 23 SEP 2010 to 21 OCT 2010

(PYE.PYE1) 09127 POINT REYES ONE ARRIVAL SAN FRANCISCO, CALIFORNIA ST-375 (FAA) NORCAL APP CON 133.95 317.6 MAXWELL SAN FRANCISCO TOWER 110.0 MXW .... 120.5 269.1 Chan 37 SAN FRANCISCO INTL ATIS N39°19.06′-W122°13.29′ 113.7 118.85 SAN CARLOS TOWER★ 119.0 326.2 SAN CARLOS ATIS 125.9 MENDOCINO PALO ALTO TOWER★ 112.3 ENI 118.6 PALO ALTO ATIS N39°03.19′-W123°16.45′ 135.275 L-2, H-3 MOFFETT FEDERAL AFLD TOWER★ 650 1840 (80) 119.55 346.25 SACRAMENTO MOFFETT FEDERAL AFLD ATIS 11<u>5.2</u> SAC <u>:::</u>\_\_ 124.175 283.0 SANTA ROSA Chan 99 SAN JOSE TOWER★ 113.0 STS ∷ N38°26.62′-W121°33.10′ 124.0 257.6 Chan 77 L-2-3, H-3 NORMAN Y. MINETA **POPES** SAN JOSE INTLATIS N38°29.16 V494 126.95 W122°20.75' REID-HILLVIEW TOWER★ 5000 R-077 119.8 RWY 13L/31R 22) 257° 126.1 RWY 13R/31L (38)**REID-HILLVIEW ATIS** 125.2 SCAGGS ISLAND 112.1 SGD <u>∺</u>:.• Chan 58 SAUSALITO 116.2 SAU ::-POINT REYES Chan 109 113.7 PYE :--=-Chan 84 N38°04.79′-W122°52.07′ SAN FRANCISCO 115.8 SFO <u>∷</u> <u>-</u> <u>-</u> R-243 \_ Chan 105 STINS N37°49.42' OAKLAND W122°45.40′ 116.8 OAK ... Chan 115 SAN FRANCISCO INTL PALO ALTO AIRPORT OF SANTA CLARA COUNTY (£) SAN CARLOS NORMAN Y. MINETA SAN JOSE INTL 076°→ **HADLY** (14) R-256 MOFFETT N37°24.14' FEDERAL AFLD W122°34.54' RÉID-HILLVIEW OF SANTA CLARA WOODSIDE COUNTY 113.9 OSI ... Chan 86 NOTE: SACRAMENTO Transition to be used N37°23.55'-W122°16.88' only when assigned by ATC.

POINT REYES ONE ARRIVAL

SAN FRANCISCO, CALIFORNIA

(NARRATIVE ON FOLLOWING PAGE)

23 SEP 2010 to 21 OCT 2010

NOTE: Chart not to scale.

23 SEP 2010 to 21 OCT 2010

POINT REYES ONE ARRIVAL

SW-2, 23 SEP 2010 to 21 OCT 2010

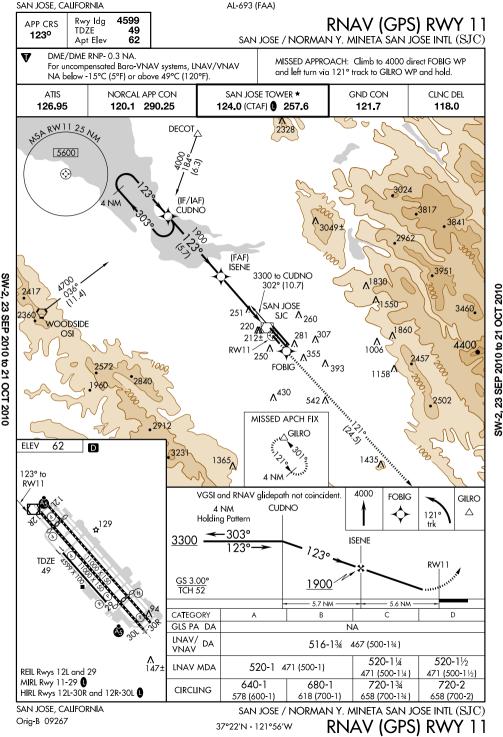
### ARRIVAL DESCRIPTION

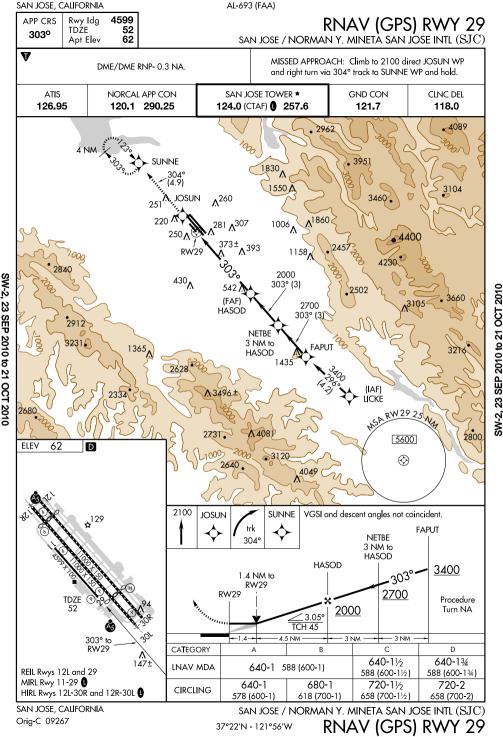
MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence....

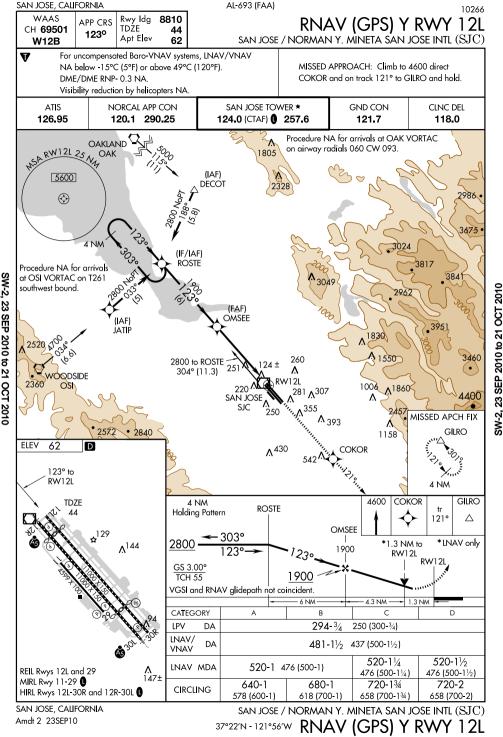
 $\underline{\text{MENDOCINO TRANSITION (ENI.PYE1):}} \ \text{From over ENI VORTAC via ENI R-146} \\ \text{and PYE R-325 to PYE VORTAC. Thence....}$ 

SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence....

....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course.







37°22′N - 121°56′W

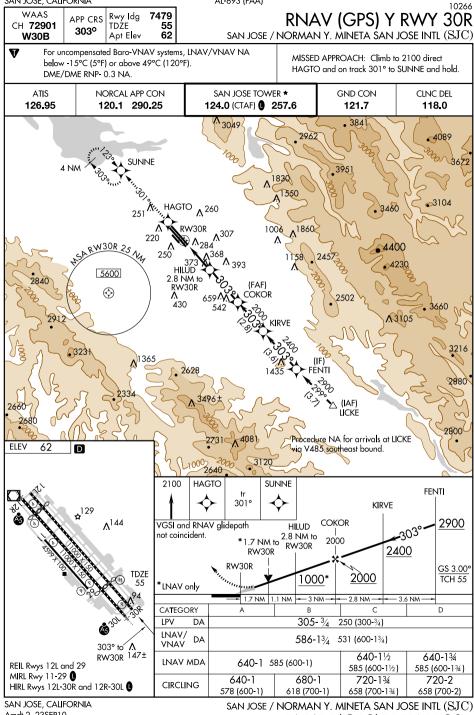
SW-2, 23 SEP 2010 to 21 OCT 2010

SW-2,

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

37°22′N - 121°56′W

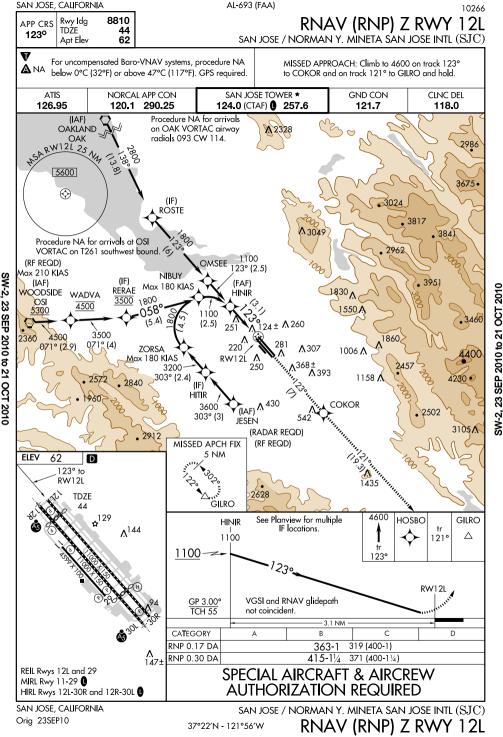


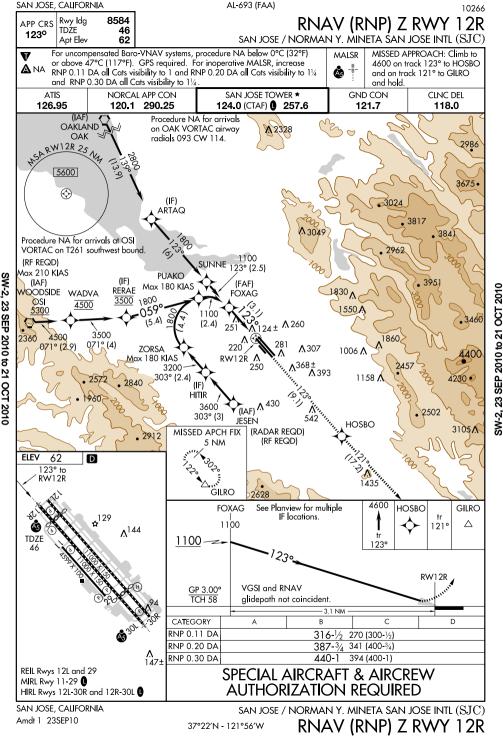
AL-693 (FAA)

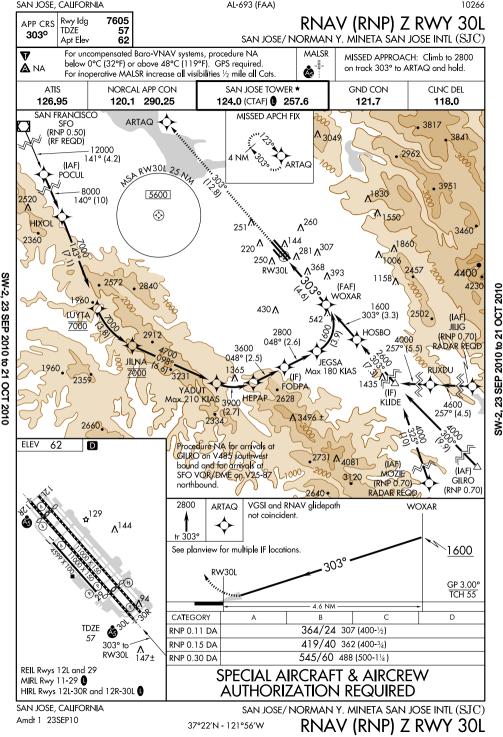
SAN JOSE, CALIFORNIA

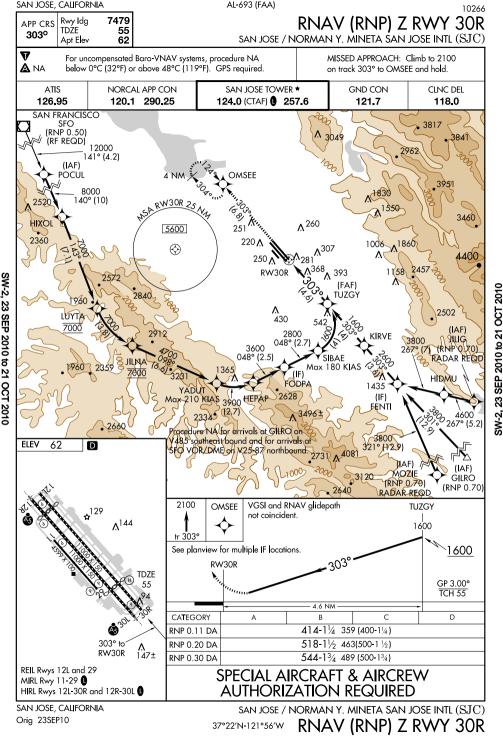
SW-2,

23 SEP 2010 to 21 OCT 2010









FL180

·276° (54)

ROBIE THREE ARRIVAL

BIG SUR
114.0 BSR Chan 87
N36°10.88' W121°38.53'
L-3, H-4

NORCAL APP CON **GIIRO** 124.525 348.675 N37°02.78′-W121°34.11′ ATIS 126.95 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect clearance to cross SAN JOSE at 8000' 114.1 SJC ::=== Chan 88 CLOVIS 112.9 CZQ = ::: Chan 76 PANOCHE SALINAS 23/3 112.6 PXN =:--117.3 SNS ∺ Chan 73 Chan 120 N36°42.93' W120°46.72' N36°39.83' L-3, H-3 W121°36.19′ **GOALI** R-228 N36°27.57′-W121°25.44′ TURBOJET VERTICAL **NAVIGATION** PLANNING INFORMATION **AVENAL** Expect clearance to cross 117.1 AVE :-at FL200' Chan 118 N35°38.82' W119°58.72 L-3-7, H-4

> ROBIE N35°58.89'

W121°00.57′

SAN MARCUS 114.9 RZS —— · · · Chan 96 N34°30.57′-W119°46.26′

ST-693 (FAA)

AVENAL TRANSITION (AVE.ROBIE3): From over AVE VORTAC via AVE R-276 to

SAN MARCUS TRANSITION (RZS.ROBIE3): From over RZS VORTAC via RZS R-312 to ROBIF INT Thence

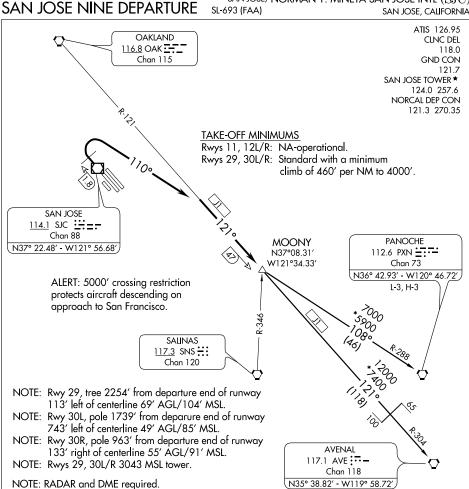
.... From over ROBIE INT via SNS R-128 to SNS VORTAC. Then via SNS R-347 to GILRO INT/DME fix. Expect the ILS Rwy 30L approach.

For Rwy 12 operations: Expect routing via SNS direct SJC VOR/DME and radar vectors to the final approach course.

SW-2, 23 SEP 2010 to 21 OCT 2010

NOTE: Chart not to scale.

ROBIE INT. Thence . . . .



DEPARTURE ROUTE DESCRIPTION

NOTE: Chart not to scale.

V

TAKE-OFF RUNWAYS 11, 12L/R: NA

TAKE-OFF RUNWAYS 29, 30L/R: Climb via runway heading to SJC 1.8 DME northwest of SJC VOR/DME. Then turn right heading 110° to intercept and proceed via OAK R-121 to MOONY INT. Thence....

.... via (transition) or (assigned route). Maintain 5000, expect clearance to filed altitude ten minutes after departure.

AVENAL TRANSITION (SJC9.AVE): From over MOONY INT via OAK R-121 and PANOCHE TRANSITION (SJC9.PXN): From over MOONY INT via PXN R-288 to

AVE R-304 to AVE VORTAC.

SAN JOSE NINE DEPARTURE

PXN VORTAC.

(SJC9.MOONY) 09351

L-3-7, H-4

(SUNOL6.SUNOL) 10266 SAN JOSE/NORMAN Y. MINETA SAN JOSE INTL (SJC) SUNOL SIX DEPARTURE SL-693 (FAA) SAN JOSE, CALIFORNIA ATIS 126.95 CINC DEL SACRAMENTO 118.0 115.2 SAC :::\_\_\_\_\_\_\_\_ GND CON \_\_\_\_\_ Chan 99 121.7 N38° 26.62′ - W121° 33.10′ SAN JOSE TOWER \* L-2-3. H-3 124.0 257.6 NORCAL DEP CON 121.3 270.35 MANTECA 116.0 ECA :---Chan 107 N37° 50.01′ - W121° 10.29′ OAKLAND L-2-3, H-3 116.8 OAK ... **ALTAM** N37°48.73′ W121°44.83' R-250 5000 049° R-060 (15) TRACY N37°43.89′ TAKE-OFF MINIMUMS W121°27.56′ Rwys 29, 30L/R: Standard with (181 REIGA a minimum climb of 460' per NM 24 (33) 374 LV :..: to 4000'. Rwys 11, 12L/R: Standard with NOTE: SUNOL departure restricted to prop aircraft only. a minimum climb of 290' per NM SUNOL to 4000'. NOTE: DME required for Rwys 29, 30L/R departures. N37°36.33' W121°48.62′ NOTE: Rwy 29, tree 2254' from departure end 5000 of runnway 113' left of centerline 63' AGL /102′ MSL. NOTE: Rwy 30L, pole 1739' from departure end

SW-2, 23 SEP 2010 to 21 OCT 2010

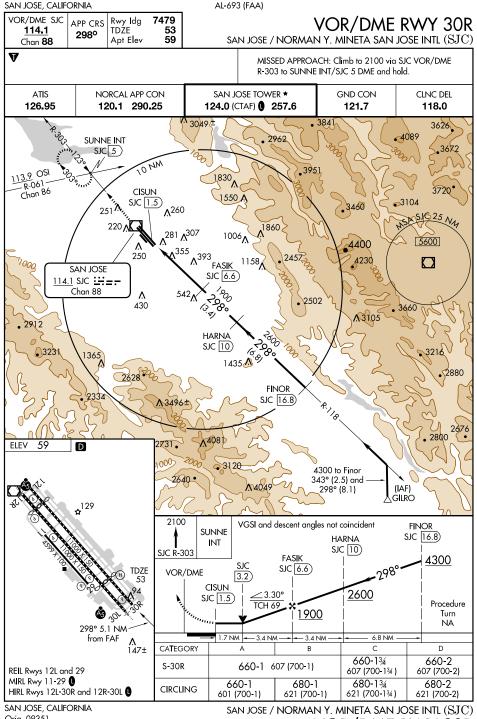
of runnway 743' left of centerline 55' AGL NOTE: Radar required. NOTE: Rwy 30R, pole 963' from departure end of NOTE: Chart not to scale. runnway 133' right of centerline 49' AGL /85' MSL. SAN JOSE 114.1 SJC <u>::</u>=-NOTE: Rwys 12L/R, building 1.34 NM from Chan 88 departure end of runnway 1008' left of 4000 N37° 22.48′ - W121° 56.68′ centerline 271' AGL/329' MSL. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 11, 12L/R: Climb via heading 123° to intercept and proceed via OAK R-129 to 4000. Then turn left heading 300° for radar vectors to intercept and proceed via SJC R-009 to SUNOL INT. Thence.... TAKE-OFF RUNWAYS 29, 30L/R: Climb runway heading at SJC 1.8 DME northwest of SJC VOR/DME, turn right heading 040° to intercept and proceed via SJC R-009 to SUNOL INT. Thence.... ...Cross SUNOL INT at 5000', then via (transition) or (assigned route). MANTECA TRANSITION (SUNOL6.ECA): From over SUNOL INT via ECA R-229 to ECA VORTAC. SACRAMENTO TRANSITION (SUNOL6.SAC): From over SUNOL INT via SAC R-177

## to SAC VORTAC. SUNOL SIX DEPARTURE

Amdt 2 09351

23 SEP 2010 to 21 OCT 2010

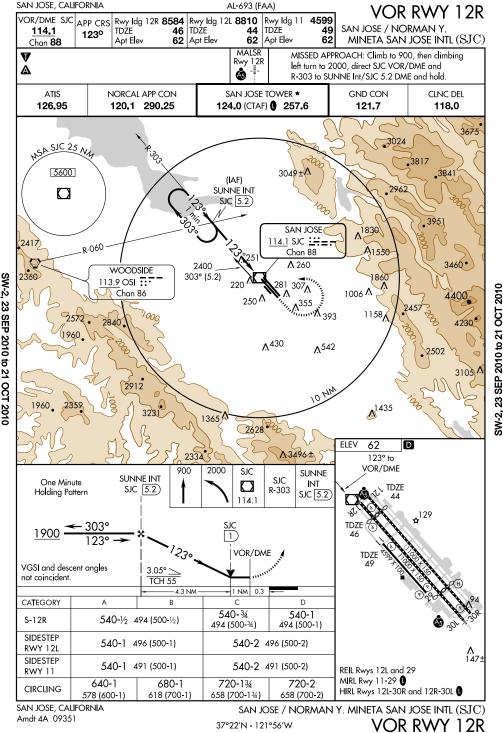
VOR/DME RWY 30L 37°22′N - 121°56′W

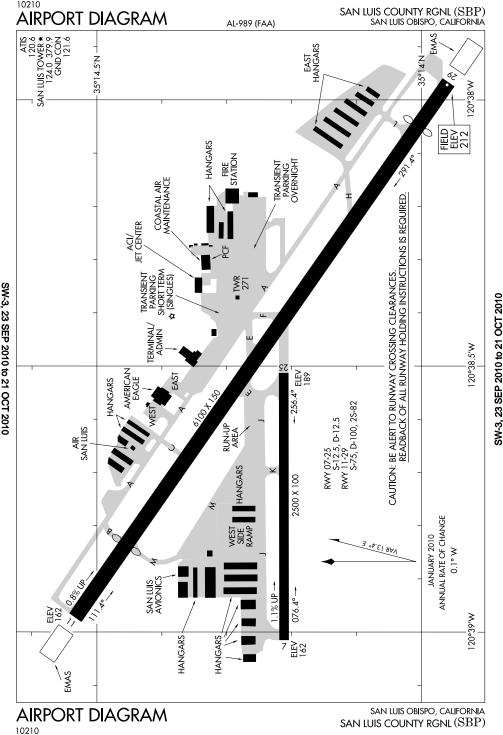


Orig 09351

SW-2,

23 SEP 2010 to 21 OCT 2010





SAN FRANCISCO

L-2F, 3B

## CALIFORNIA

135 B S4 FUEL 100LL, JET A OX 2, 4 TPA-1135(1000) RWY 13L-31R: H3100X75 (ASPH) S-17 MIRL 0.4% up NW

S-17 0.4% up NW

REID-HILLVIEW OF SANTA CLARA CO (RHV) 4 SE UTC-8(-7DT)

RWY 13L: REIL. VASI(V2L)—GA 4.0° TCH 25'. Thid dspicd 499'. RWY 31R: REIL. VASI(V2L)-GA 4.0° TCH 17'. Thid dspicd 410'.

RWY 31L: VASI(V2L)—GA 4.0° TCH 17'. Thid dspicd 409'. Road. AIRPORT REMARKS: Attended 1500-0600Z‡. Self-fueling avbl continuously. Birds on and invof arpt. Rwy 31R calm wind rwy

when twr closed. No pure jet or surplus military acft except those

meeting FAR 36 noise criteria. No touch and go landings 0500-1500Z‡. No simulated emergencies in arpt tfc area. No

turns blo 500' when leaving pattern except Rwy 31R departures—as soon as practicable after departure make a slight

right turn to avoid school one half mile off departure end. When twr clsd ACTIVATE MIRL Rwy 13L-31R, REIL Rwy 13L and Rwy 31R-CTAF. VASI Rwy 13L, Rwy 31R and Rwy 31L opr

continuously. WEATHER DATA SOURCES: LAWRS. COMMUNICATIONS: CTAF 119.8 ATIS 125.2 (408) 923-7100

**UNICOM** 122.95

R NORCAL APP CON 120.1 134.5 133.95

N37°19.97′ W121°49.19′

RWY 13R-31L: H3099X75 (ASPH)

RWY 13R: Thid dsplcd 499'. Tree. Rgt tfc.

Road, Rgt tfc.

R NORCAL DEP CON 121.3

REID-HILLVIEW TOWER 119.8 (Rwy 13L-31R) 126.1 (Rwy 13R-31L) (1500-0600Z‡) AIRSPACE: CLASS D svc 1500-0600Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SJC.

SAN JOSE (L) VORW/DME 114.1 SJC Chan 88 N37°22.48' W121°56.68' COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.

#### (SBP) 3 S UTC-8(-7DT)N35°14.24′ W120°38.56′

212 B S4 FUEL 100LL, JET A OX 1, 3, 4 TPA—See Remarks Class I, ARFF Index B

NOTAM FILE SBP

RWY 11-29: H6100X150 (ASPH-GRVD) S-75, D-100, 2S-82

HIRL 0.8% up SE

RWY 11: MALSR, VASI(V4L)—GA 3.0° TCH 50', Thid dspicd 800'.

RWY 29: REIL. VASI(V4L)-GA 3.25° TCH 50'. Thid dspicd 500'

RWY 07-25: H2500X100 (ASPH) S-12.5, D-12.5 1.1% up E RWY 07: Road. ARRESTING GEAR/SYSTEM

RWY 11: EMAS

RWY 29: EMAS AIRPORT REMARKS: Attended 1400-0100Z‡. Recurring flocks of

SAN LUIS OBISPO

SAN LUIS COUNTY RGNL

waterfowl on and in vicinity of arpt during winter months. Twr

unable to see acft in holding bay at NW end of Twy A. Movement from holding bay rqrs tower approval during twr hrs. Noise sensitive arpt. For noise abatement information ctc arpt manager

multi-engine, jet and high performance. Taxilane widths less than standard. When twr clsd ACTIVATE MALSR-CTAF. WEATHER DATA SOURCES: ASOS (805) 547-1260. LAWRS.

805-781-5205. Rwy 29 designated calm wind rwy.

TPA-1212(1000). TPA-1203 (991) single engine; 1703 (1491)

Rwy 11. Class IE. Unmonitored when twr clsd.

COMMUNICATIONS: CTAF 124.0 ATIS 120.6 UNICOM 122.95 R SANTA BARBARA APP/DEP CON 127.725 (1400-0700Z‡)

R L.A. CENTER APP/DEP CON 119.05 (0700-1400Z‡) TOWER 124.0 (1400-0400Z‡) GND CON 121.6

AIRSPACE: CLASS D svc (1400-0400Z‡) other times CLASS G.

I-SBP

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

MORRO BAY (L) VORTACW 112.4 MQO Chan 71 N35°15.14′ W120°45.57′ 083° 5.8 NM to fld. 1463/16E.

2500 X 100

NOTAM FILE RHV IAP. AD

**GND CON 121.65** 

097° 6.5 NM to fld. 43/16E.

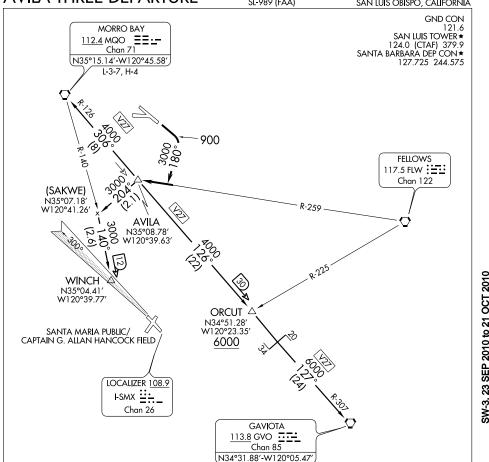
LOS ANGELES H-4H, L-3D, 7A

IAP, AD

# **AVILA THREE DEPARTURE**

SL-989 (FAA)

SAN LUIS COUNTY RGNL (SBP) SAN LUIS OBISPO, CALIFORNIA



V

NOTE: Chart not to scale.

SW-3,

23 SEP 2010 to 21 OCT 2010

#### DEPARTURE ROUTE DESCRIPTION

L-3-4-7, H-4

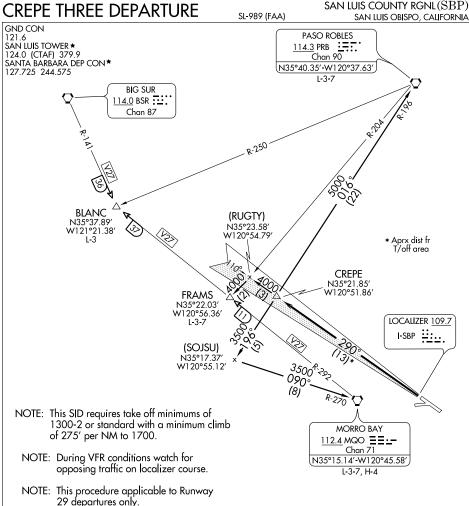
TAKE-OFF RUNWAY 11: Maintain runway heading to 900′, then climbing right turn to 3000′ or assigned altitude, heading 180° to intercept FLW R-259 to AVILA INT, then via (transition) or (assigned route).

GAVIOTA TRANSITION (AVILA3.GVO): From over AVILA INT via V27 to

GVO VORTAC.

MORRO BAY TRANSITION (AVILA3.MQO): From over AVILA INT via V27 to MQO VORTAC.

WINCH TRANSITION (AVILA3.WINCH): From over AVILA INT via heading 204° 2.1 NM, to intercept MQO R-140 to WINCH INT 2.6 NM.



V

NOTE: Chart not to scale.

SW-3, 23 SEP 2010 to 21 OCT 2010

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Climb via San Luis Obispo localizer I-SBP west course to CREPE INT; thence via (transition) or (assigned route). FRAMS TRANSITION (CREPE3.FRAMS): From over CREPE INT via I-SBP LOC

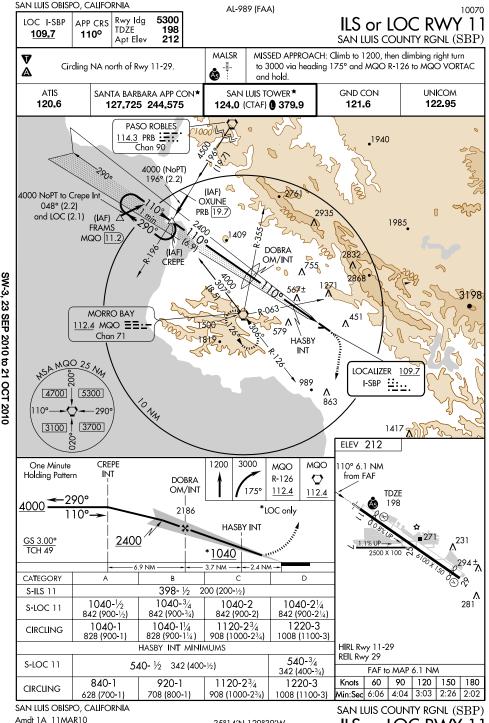
west course and PRB R-204 to FRAMS INT.

MORRO BAY TRANSITION (CREPE3.MQO): From over CREPE INT via PRB

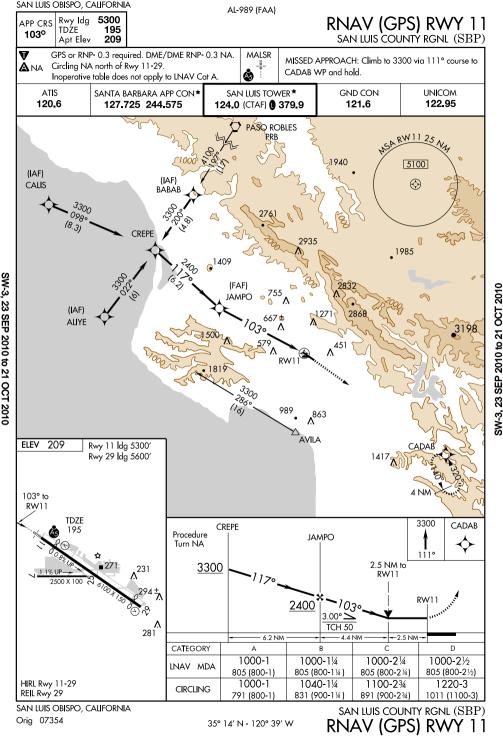
R-196 and MQO R-270 to MQO VORTAC.

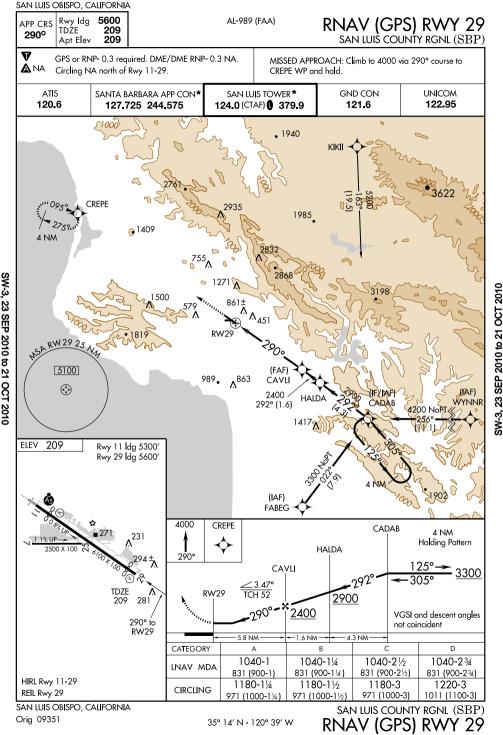
PASO ROBLES TRANSITION (CREPE3.PRB): From over CREPE INT via PRB R-196 to PRB VORTAC.

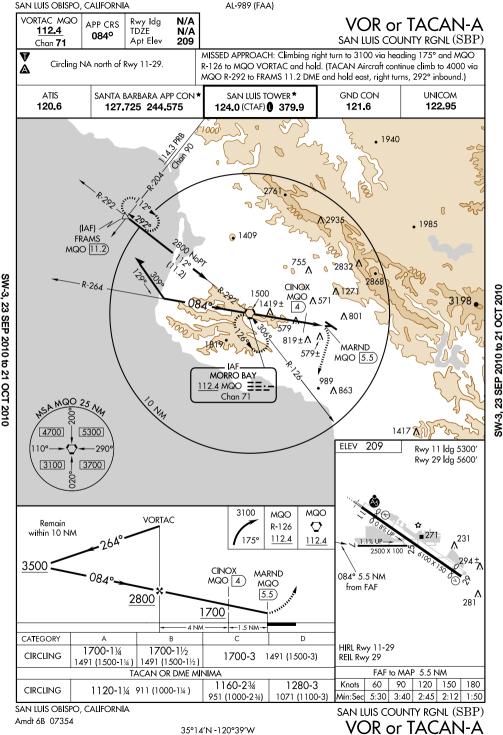
#### CREPE THREE DEPARTURE (CREPE3.CREPE) 07298

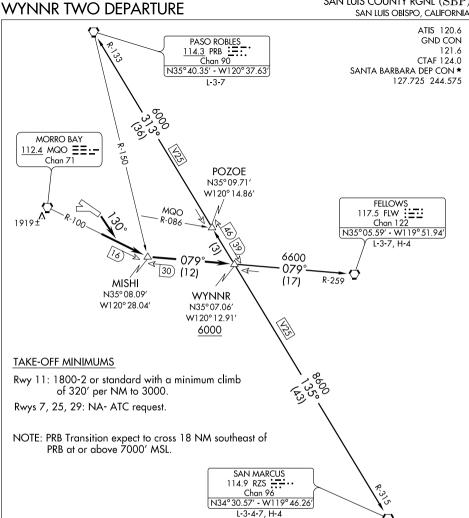


ILS or LO









#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Turn right heading 130° to intercept and proceed via MQO R-100 to MISHI INT, then via FLW R-259 to WYNNR INT. Thence via (transition) or assigned route.

FELLOWS TRANSITION (WYNNR2.FLW): From over WYNNR INT via FLW R-259 to FLW VORTAC.

PASO ROBLES TRANSITION (WYNNR2.PRB): From over WYNNR INT via PRB R-133 to PRB VORTAC.

SAN MARCUS TRANSITION (WYNNR2.RZS): From over WYNNR INT via RZS R-315 to RZS VORTAC.

SW-3, 23 SEP 2010 to 21 OCT 2010

V

# SAN LUIS RESERVOIR SPB (See LOS BANOS)

SAN MARCUS N34°30.57′ W119°46.26′ NOTAM FILE HHR. (H) VORTAC 114.9 RZS Chan 96 201° 6.1 NM to Santa Barbara Muni. 3623/14E. HIWAS. H-4H. L-3D. 4F. 7A

VOR portion unusable 140°-178° byd 27 NM. RCO 122.3 122.1R 114.9T (HAWTHORNE RADIO)

SAN MARTIN

SOUTH COUNTY AIRPORT OF SANTA CLARA CO (E16) 1 E UTC-8(-7DT) N37°04.90' W121°35.81'

281 B S4 **FUEL** 100LL, JET A OX 3 TPA—1281(1000)

RWY 14-32: H3100X75 (ASPH) S-12.5 MIRL 0.3% up N RWY 14: PAPI(P2L)-GA 4.0°. Pole.

RWY 32: PAPI(P2L)-GA 4.0°. Tree. Rgt tfc. AIRPORT REMARKS: Attended SR-SS. Self fueling facility avbl

continuous. Arpt CLOSED to pure jet aircraft and surplus military acft except those meeting FAR 36 noise criteria. Approaching

aircraft fly downwind legs east of freeway. No touch and go

landings between 0300-1500Z‡. No crosswind turns below 1300' MSL, departures climb to 2000' MSL. ACTIVATE MIRL Rwy 14-32 and PAPI Rwys 14 and 32-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7 (R) NORCAL APP CON 124 525

(R) NORCAL DEP CON 120.1 RADIO AIDS TO NAVIGATION: NOTAM FILE SJC.

SAN JOSE (L) VORW/DME 114.1 SJC Chan 88 N37°22.48' W121°56.68' 120° 24.2 NM to fld. 43/16E.

SAN NICOLAS ISLAND NOLF (NSI) 506 B NOTAM FILE NSI

RWY 12-30: H10002X194 (PEM) RWY 12: Thid dspled 990'. RUNWAY DECLARED DISTANCE INFORMATION:

RWY 12: LDA-9012

ARRESTING GEAR/SYSTEM RWY 12 HOOK E28(B) (3100') MILITARY SERVICE: JASU 1(GTC-85) 1(NC-10C) 1(NCPP-105) FUEL J5

MILITARY REMARKS: Opr Mon-Thu/alternate Fri 1500-0000Z‡, CLOSED alternate Fri, all Sat, Sun and holidays. RSTD

Official Business Only. 24 hr PPR for all acft opr other times, 48 hr PPR for C-5 and acft exceeding published ldg weight from San Nicolas ATC DSN 351-2253, C805-989-2253. Possible divert all acft except emergency to Point Mugu NAWS due drone missile opr. Rwy 12 tkf and ldg 9002'. CAUTION Possible turbulence short final Rwy 30. NS ABTMT Remain at least 1 mile offshore or 1000' MSL. MISC Hangar space maintenance not avbl. Call Plead

I-NSI

ASOS 120.625 661-248-2329.

RCO 122 45 (RIVERSIDE RADIO)

SANTA ANA N33°40.88′ W117°51.85′

COMMUNICATIONS:

ILS 109.7

TOWER 126.85 379.3 (Mon-Fri 1500-0030Z‡) PLEAD CON 132.425 306.6 AIRSPACE: CLASS D svc Mon-Fri 1500-0030Z‡ other times CLASS G. non-working hrs.

CON or Point Mugu APP 128.65 325.0 prior to entering W289.

NAF 0 E

PCN 63 R/C/W/T

RWY 30: Rgt tfc.

TACAN azimuth unusable 110°-280° blo 7.700′. NSI N33°14.15′ W119°26.96′ at fld. NDB (HW) 203

Rwy 30.

**SANDBERG** SDB N34°44.62′ W118°43.45′./4523. NOTAM FILE HHR.

RADIO AIDS TO NAVIGATION: NOTAM FILE NSI. (L) TACAN Chan 39 NSI (110.2) N33°14.10′ W119°27.50′ at fld. 521/15E. Unmonitored during

UTC-8(-7DT)

HIRL

DME required.

NOTAM FILE OAK

N33°14.39' W119°27.49'

Not insp.

110°-280° bvd 11 NM.

HOOK E28(B) (3250') RWY 30

LOS ANGELES

SAN FRANCISCO

L-3B

IAP

LOS ANGELES

LOS ANGELES

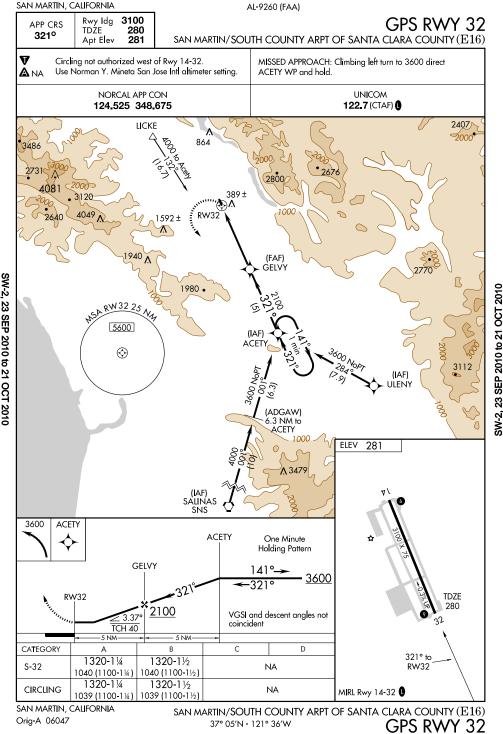
L-3D, 4G, 7B

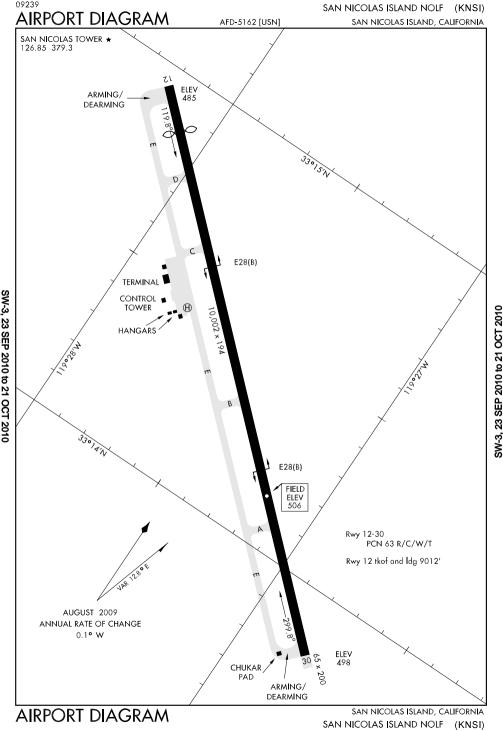
LOS ANGELES

1-3F 4H A

H-4H. L-3E. 4G

DIAP, AD





# SAN LUIS RESERVOIR SPB (See LOS BANOS)

SAN MARCUS N34°30.57′ W119°46.26′ NOTAM FILE HHR. (H) VORTAC 114.9 RZS Chan 96 201° 6.1 NM to Santa Barbara Muni. 3623/14E. HIWAS. H-4H. L-3D. 4F. 7A

VOR portion unusable 140°-178° byd 27 NM.

RCO 122.3 122.1R 114.9T (HAWTHORNE RADIO)

SAN MARTIN SOUTH COUNTY AIRPORT OF SANTA CLARA CO (E16) 1 E UTC-8(-7DT)

N37°04.90' W121°35.81'

281 B S4 **FUEL** 100LL, JET A OX 3 TPA—1281(1000) RWY 14-32: H3100X75 (ASPH) S-12.5 MIRL 0.3% up N

RWY 14: PAPI(P2L)-GA 4.0°. Pole. RWY 32: PAPI(P2L)-GA 4.0°. Tree. Rgt tfc.

AIRPORT REMARKS: Attended SR-SS. Self fueling facility avbl continuous. Arpt CLOSED to pure jet aircraft and surplus military

acft except those meeting FAR 36 noise criteria. Approaching

aircraft fly downwind legs east of freeway. No touch and go

landings between 0300-1500Z‡. No crosswind turns below 1300' MSL, departures climb to 2000' MSL. ACTIVATE MIRL Rwy 14-32

and PAPI Rwys 14 and 32-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.7

(R) NORCAL APP CON 124 525 (R) NORCAL DEP CON 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE SJC. SAN JOSE (L) VORW/DME 114.1 SJC Chan 88 N37°22.48'

W121°56.68' 120° 24.2 NM to fld. 43/16E.

(NSI)

NAF 0 E

NOTAM FILE OAK

N33°14.39' W119°27.49' HOOK E28(B) (3250') RWY 30

LOS ANGELES H-4H. L-3E. 4G DIAP, AD

SAN NICOLAS ISLAND NOLF UTC-8(-7DT)506 B NOTAM FILE NSI Not insp. RWY 12-30: H10002X194 (PEM) PCN 63 R/C/W/T HIRL RWY 12: Thid dspled 990'. RWY 30: Rgt tfc. RUNWAY DECLARED DISTANCE INFORMATION: RWY 12: LDA-9012 ARRESTING GEAR/SYSTEM RWY 12 HOOK E28(B) (3100') MILITARY SERVICE: JASU 1(GTC-85) 1(NC-10C) 1(NCPP-105) FUEL J5

MILITARY REMARKS: Opr Mon-Thu/alternate Fri 1500-0000Z‡, CLOSED alternate Fri, all Sat, Sun and holidays. RSTD Official Business Only. 24 hr PPR for all acft opr other times, 48 hr PPR for C-5 and acft exceeding published ldg weight from San Nicolas ATC DSN 351-2253, C805-989-2253. Possible divert all acft except emergency to

Point Mugu NAWS due drone missile opr. Rwy 12 tkf and ldg 9002'. CAUTION Possible turbulence short final Rwy 30. NS ABTMT Remain at least 1 mile offshore or 1000' MSL. MISC Hangar space maintenance not avbl. Call Plead CON or Point Mugu APP 128.65 325.0 prior to entering W289. COMMUNICATIONS:

TOWER 126.85 379.3 (Mon-Fri 1500-0030Z‡) PLEAD CON 132.425 306.6 AIRSPACE: CLASS D svc Mon-Fri 1500-0030Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE NSI.

(L) TACAN Chan 39 NSI (110.2) N33°14.10′ W119°27.50′ at fld. 521/15E. Unmonitored during non-working hrs. TACAN azimuth unusable

110°-280° blo 7.700′. NSI N33°14.15′ W119°26.96′ at fld. NDB (HW) 203 ILS 109.7 I-NSI Rwy 30. DME required.

**SANDBERG** SDB N34°44.62′ W118°43.45′./4523. NOTAM FILE HHR.

110°-280° bvd 11 NM.

ASOS 120.625 661-248-2329. SANTA ANA N33°40.88′ W117°51.85′

RCO 122 45 (RIVERSIDE RADIO)

LOS ANGELES L-3D, 4G, 7B

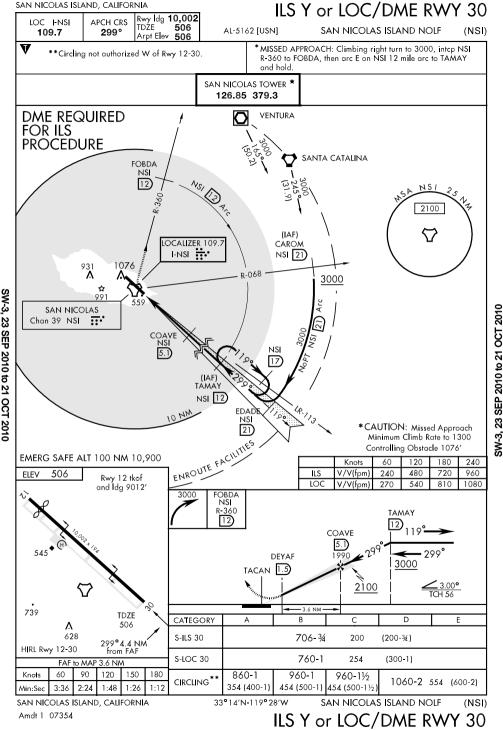
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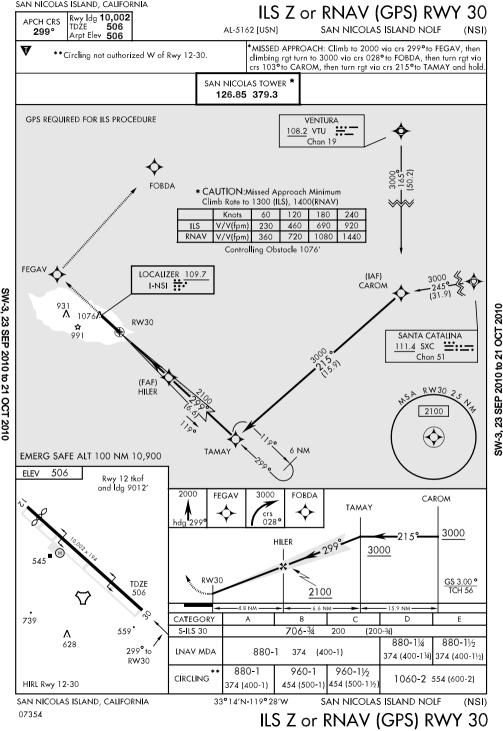
SAN FRANCISCO

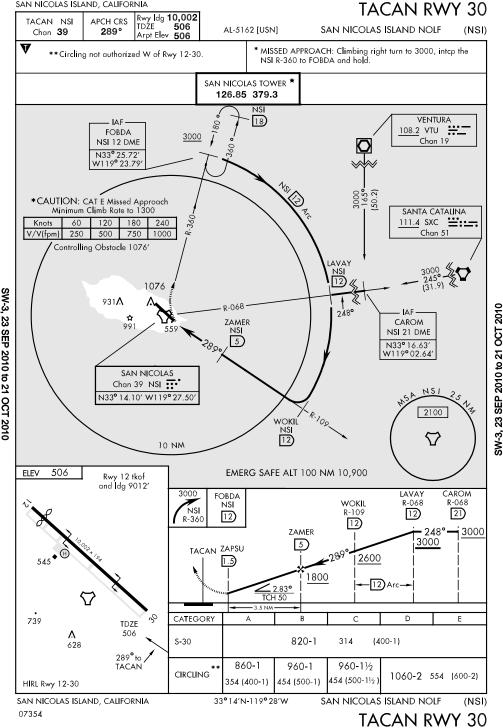
L-3B

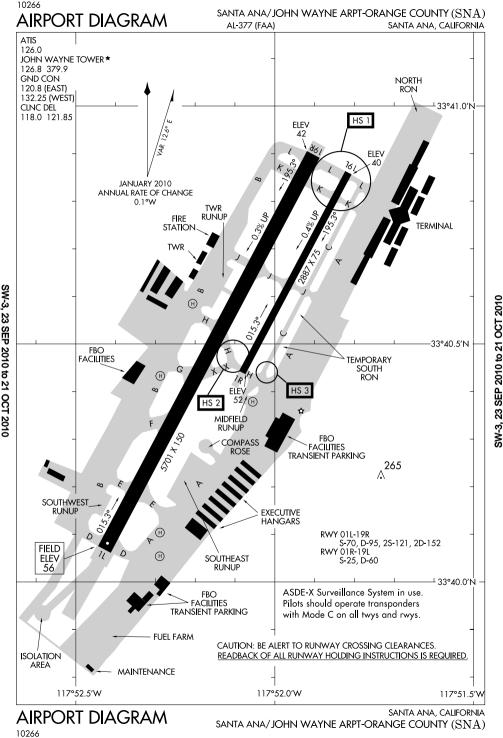
IAP

LOS ANGELES 1-3F 4H A









#### SANTA ANA

JOHN WAYNE AIRPORT/ORANGE CO (SNA) 4 S UTC-8(-7DT) N33°40.54′ W117°52.09′

0330-0700Z<sup>±</sup> and 1415-1630Z<sup>±</sup>. Twy C and Twy A clsd between Twy H and Twy J daily 0330-1630Z‡. CAUTION: Birds on and in

RWY 01L-19R: H5701X150 (ASPH-GRVD)

RWY 01L: VASI(V4L)-GA 3.0° TCH 51'.

vicinity of arpt. Noise abatement procedures in effect contact arpt noise office 949-252-5185. Maintain at or above 300' AGL until

NOTAM FILE SNA

0.4% up S RWY 01R: Rgt tfc.

established on final, VFR Acft: to avoid overflight of Rwy 19R: Rwy 19L arrival fly final at 15° angle to rwy, Rwy 19L departures turn 15° left at departure end of rwy. To avoid overflights of Rwy 01L, Rwy 01R departures turn 15° right at Freeway. ASDE-X

RWY 19R: MALSR. VASI(V4L)-GA 3.0° TCH 47'. Rgt tfc. RWY 01R-19L: H2887X75 (ASPH-PFC) S-25, D-60

RWY 19L: REIL. VASI(V4L)-GA 3.0° TCH 25'. Building.

twr clsd. Rwv 01R-19L CLOSED except for taxiing daily

Surveillance System in use: Pilots should opr transponders with Mode C on all twys and rwys. Rwy 01L-19R TPA-1056 (1000) small acft, 1556 (1500) turbine acft over 12500 lbs. Rwy 01R-19L TPA-856 (800) small single engine acft, 1056 (1000) twin engine acft. FBO general aviation aprons limited to max gwt

clsd no local training or touch and go operations. Overnight tiedown fee. WEATHER DATA SOURCES: ASOS (714) 424-0590, LAWRS (1400-0700Z±). **COMMUNICATIONS: CTAF 126.8** D-ATIS 126.0 (714) 546-2279 **IINICOM** 122 95

TOWER 119.9 (Rwy 01R-19L) 126.8 (Rwy 01L-19R) 128.35 (1415-0700Z‡.)

SANTA ANA RCO 122.45 (RIVERSIDE RADIO)

(R) SOCAL APP CON 121.3

(R) SOCAL DEP CON 128.1

AIRSPACE: CLASS C svc 1415-0700Z‡ ctc APP CON other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SEAL BEACH (L) VORTACW 115.7 SLI Chan 104 N33°47.00′ W118°03.29′ 110° 11.3 NM to fld. 23/15E.

HIWAS.

MAAGG NDB (LMM) 337 NA N33°41.33' W117°51.63' at fld. Unmonitored indef.

NDB unusable 010°- 090° bvd 10 NM blo 6000'. ILS/DME 111.75 Chan 54(Y) Rwy 19R. LMM MAAGG NDB. ILS unmonitored when twr clsd. I–SNA

of 100,000 lbs (dual gear) and with wingspans less than 100'. General aviation acft prohibited from using any portion of the air carrier commercial ramp. When twr clsd ACTIVATE MALSR and VASI Rwy 19R-126.8, When twr

Backcourse unusable 25° left of course. LDA/DME 108.3 I-OJW Rwv 19R. Chan 20 Unmonitored when twr clsd.

B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks Class I, ARFF Index C

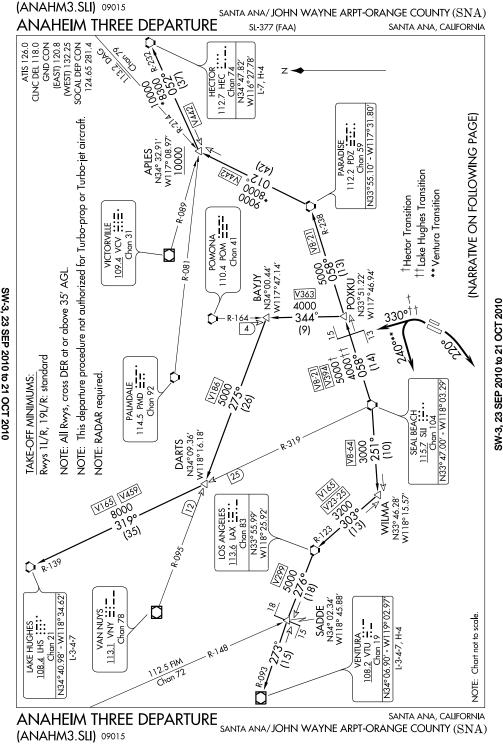
MIRL

S-70, D-95, 2S-121, 2D-152 HIRL 0.3% up S IAP. AD AIRPORT REMARKS: Attended continuously. Rwy 01R-19L CLOSED when

LOS ANGELES

H-41, L-3E, 4H, A

COPTER



(ANAHM3.SLI) 08045 SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA) ANAHEIM THREE DEPARTURE

SL-377 (FAA)

SANTA ANA, CALIFORNIA

V

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 19L/R: Turn right heading 220° for radar vectors to SLI VORTAC. Thence....

TAKE-OFF RUNWAYS 1L/R:

HECTOR or LAKE HUGHES TRANSITION: Turn left heading 330° for radar vectors to SLI VORTAC. Thence....

VENTURA TRANSITION: Turn left heading 240° for radar vectors to LAX VORTAC.

....via (transition) or (assigned route). Maintain 2000 feet. Expect clearance to

filed altitude 10 minutes after departure.

HECTOR TRANSITION (ANAHM3.HEC): From over SLI VORTAC via SLI R-058 and

PDZ R-238 to PDZ VORTAC, then via PDZ R-012 and HEC R-232 to HEC VORTAC.

LAKE HUGHES TRANSITION (ANAHM3.LHS): From over SLI VORTAC via SLI R-058

and PDZ R-238 to POXKU INT, then via POM R-164 to BAYJY INT, then via VNY R-095 to DARTS INT. Thence via SLI R-319 and LHS R-139 to LHS VORTAC.

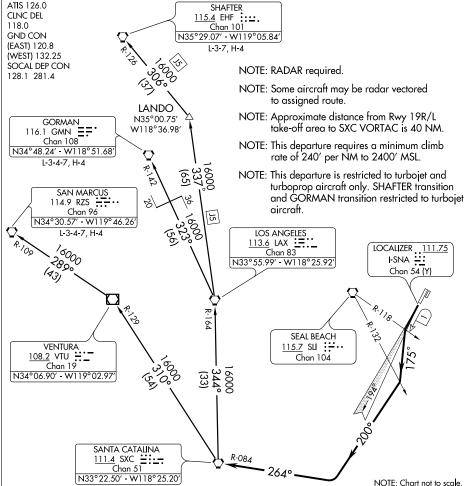
VENTURA TRANSITION (ANAHM3.VTU): From over SLI VORTAC via SLI R-251 to WILMA INT, then via LAX R-123 to LAX VORTAC, then via LAX R-276 and VTU R-093

to VTU VOR/DME.

SANTA ANA, CALIFORNIA

LOCALIZER 111.75 I-SNA : Chan 54 (Y)

SW-3, 23 SEP 2010 to 21 OCT 2010



SL-377 (FAA)

V DEPARTURE ROUTE DESCRIPTION

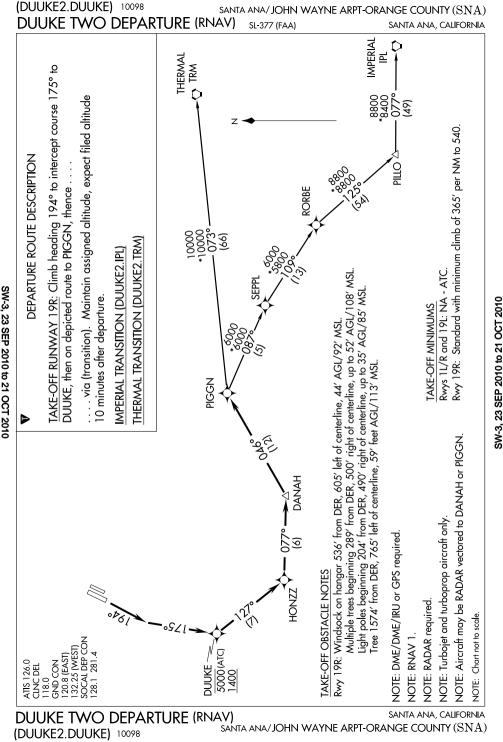
TAKE-OFF RUNWAY 19L/R: Maintain runway heading or I-SNA localizer south course to I-SNA 1 DME fix or SLI R-118, turn left heading 175°, cross SLI R-132 then turn right heading 200°, intercept and proceed via SXC R-084 to SXC VORTAC, thence via (transition) or (assigned route). Expect filed altitude ten minutes after departure.

GORMAN TRANSITION (CHANL1.GMN): From over SXC VORTAC via SXC R-344 and LAX R-164 to LAX VORTAC, then via LAX R-323 and GMN R-142 to GMN VORTAC.

SAN MARCUS TRANSITION (CHANL1.RZS): From over SXC VORTAC via SXC R-310 and VTU R-129 to VTU VOR/DME, then via VTU R-289 and RZS R-109 to RZS VORTAC.

SHAFTER TRANSITION (CHANL1.EHF): From over SXC VORTAC via SXC R-344 and LAX R-164 to LAX VORTAC, then via LAX R-337 to LANDO INT and EHF R-126 to EHF VORTAC.

# CHANNEL ONE DEPARTURE



(ELB1.ELB) 09295 SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA)**TORO** ONE DEPARTURE NOTE: Restricted to turbojet and turboprop aircraft only. NOTE: RADAR required. N32°44.93′ - W115°30.51′ THERMAL 116.2 TRM :=: Chan 109 - (6) R-263, W116°09.61′ W116°16.76′ N33°37.69′ N33°38.32′ CORLA 13100 L-4, H-4 \*3800 L-4, H-4 1 2000 -,8/0 114.0 JU :=:-Chan 87 20) JULIAN N33°39.47′ W116°29.86′ BALD N32°45.52′ W115°54.38′ NOTE: Chart not to scale. \*11100 J2 GWIRE 8 12000 076°-25) (42)Obstruction light and trees beginning 497' from DER, W116°39.40′ N33°40.30' 626' right of centerline, up to 100' ĀGL/134' MSL HAPPE Rwy 1L, Multiple trees and poles beginning 95' from DER, 491' left of centerline, up to 93' ÅGL/127' MSL. 13100 R-323 W116°44.44′ 2000 N32°46.51′ W117°01.64′ WODOW N33°11.66′ BONDO W116°51.31′ N33°41.31' 12000 \*4400 \*35, 50 TEYK (NARRATIVE ON FOLLOWING PAGE) W117°16.02′ SW-3, 23 SEP 2010 to 21 OCT 2010 N33°32.48′ JARDO 8 FAKE-OFF OBSTACLE NOTES . (23) 112.4 RAL :=:. R-076 RIVERSIDE W117°18.47′ N33°36,00′ PUNE 117.8 MZB =:: Chan 125 \*/200 \*/200 .095° [7] MISSION BAY 5500 (57)x 70190 R-083-3 W117°24.20′ 2000 (ATC) N33°34.87′ BOLDE N33°14.44' - W117°25.06' THERMAL and IMPERIAL Transitions), ATC climb of NM to 5600. ATC climb of 450' per NM to 12000 115.3 OCN =:--: Chan 100 Rwy 1L, Standard with minimum climb of 385' per 385' per NM to 10100 (OCEANSIDE Transition). W117°32.92′ N33°37.40′ ,2000 4000 (ATC) MISIE OCEANSIDE W117°38.60′ N33°39.04′ MANBY **PARADISE** 14000 \*3300 –165° Rwys 1R, 19L, 19R, NA- ATC. N33°22.29′ W117°43.48′ SUBMR TAKE-OFF MINIMUMS (18)JOHN WAYNE TOWER \* SANTA CATALINA 17.2 ELB = .... Chan 119 SOCAL DEP CON CLNC DEL 118.0 W117°43.87″ Chan 51 N33°40.56′ WEST) 132.25 126.8 379.9 EL TORO 128.1 281.4 EAST) 120.8 ATIS 126.0 SND CON **DEPARTURE** SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA)(ELB1.ELB)

09295

V

SW-3, 23 SEP 2010 to 21 OCT 2010

SANTA ANA, CALIFORNIA

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1L: Climb heading 014° for vectors to ELB VOR/DME, then via (transition) or (assigned route). Expect filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control by ELB R-332, turn right direct ELB VOR/DME, climb to 7000 and proceed via assigned transition or route. Climb to filed altitude ten minutes after departure.

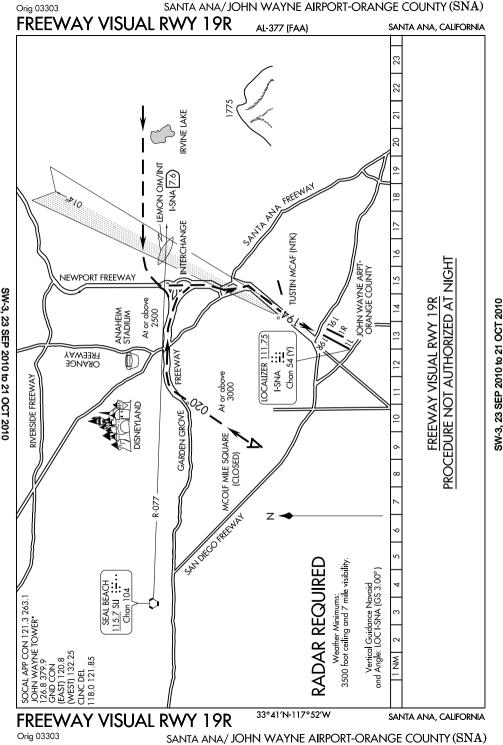
IMPERIAL TRANSITION (ELB1.IPL): From over ELB VOR/DME via ELB R-095 to JARDO INT, then via PDZ R-135 to WODON INT, then via MZB R-076 and IPL R-258 to GWIRE INT, then via IPL R-258 to IPL VORTAC.

OCEANSIDE TRANSITION (ELB1.OCN): From over ELB VOR/DME via ELB R-165 to SUBMR, then via OCN R-282 to OCN VORTAC.

THERMAL TRANSITION (ELB1.TRM): From over ELB VOR/DME via ELB R-095

to BOLDE INT, then via SXC R-061 to TEYKI INT, then via TRM R-263 to TRM VORTAC.

EL TORO ONE DEPARTURE (ELB1.ELB) 09295



#### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

HOT SPOT CITY/AIRPORT **DESCRIPTION\*** 

HAWTHORNE, CA

JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)

HS 1 Rwy 25 run-up area.

LONG BEACH, CA

LONG BEACH (DAUGHERTY

FLD) (LGB)

HS<sub>1</sub> Rwy 30 and Rwy 07L-25R, Twy A and Twy D. HS<sub>2</sub> Rwy 12-30 and Rwy 07L-25R, Twy B and Twy K.

HS<sub>3</sub> Rwy 07R-25L, Twy B. HS 4

Rwy 07R-25L and Rwy 12-30, Twy J and Twy D. HS<sub>5</sub> Rwy 16R-34L, southwest ramp, Twy F and Twy B. Rwy 34R and Rwy 07R-25L.

HS 6

HS 7 Rwy 12-30 cross every other rwy.

PALM SPRINGS, CA

23 SEP 2010 to 21 OCT 2010

PALM SPRINGS INTL (PSP) HS<sub>1</sub> Twy C mistaken for Rwy 13R-31L or Rwy 13L-31R. HS<sub>2</sub> Int of Twy B and Twy C.

> HS<sub>3</sub> Twy B and Rwy 31R. HS 4 Twy C and Twy J.

SANTA ANA, CA

JOHN WAYNE ARPT-ORANGE

COUNTY (SNA) HS<sub>1</sub> Rwy 19L and Rwy 19R, Twy L and Twy K. HS<sub>2</sub> Rwy 19L and Rwy 19R, Twy H.

HS 3 Twy A, Twy H, and Twy C.

SANTA BARBARA, CA

SANTA BARBARA MUNI (SBA) HS<sub>1</sub> Rwy 07-25, Twy C. HS<sub>2</sub> Rwy 15L and Rwy 15R, Twy C, wide pavement.

> HS 3 Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R

and Rwy 15R-33L utilized for taxi.

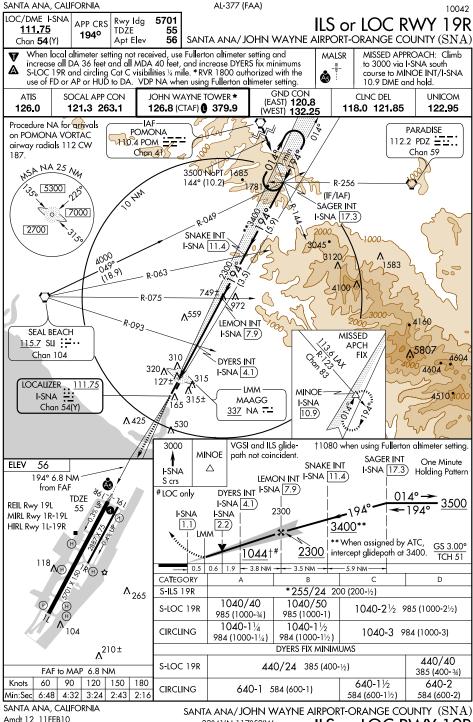
HS 4 Rwy 25, Twy H and Twy J.

VICTORVILLE, CA

SOUTHERN CALIFORNIA

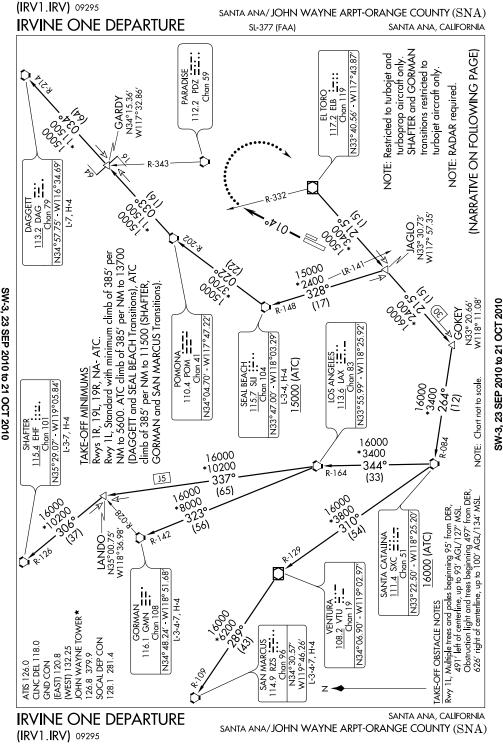
LOGISTICS (VCV) HS<sub>1</sub> Wrong rwy departure risk.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.



SW-3,

23 SEP 2010 to 21 OCT 2010



V

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1L: Climb heading 014° for vectors to ELB R-215, then via (transition) or (assigned route). Expect filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control by ELB R-332, turn right direct ELB VOR/DME, climb to 7000 and proceed via assigned transition or route. Climb to filed altitude ten minutes after departure.

DAGGETT TRANSITION (IRV1.DAG): From over ELB VOR/DME via ELB R-215 to JAGLO INT, then via SLI R-148 to SLI VORTAC, then via SLI R-022 and POM R-202 to POM VORTAC, then via POM R-033 to GARDY INT, then via DAG R-214 to DAG VORTAC.

GORMAN TRANSITION (IRV1.GMN): From over ELB VOR/DME via ELB R-215 to GOKEY INT, then via SXC R-084 to SXC VORTAC, then via SXC R-344 and

LAX R-164 to LAX VORTAC, then via LAX R-323 and GMN R-142 to GMN VORTAC. SAN MARCUS TRANSITION (IRV1.RZS): From over ELB VOR/DME via ELB R-215

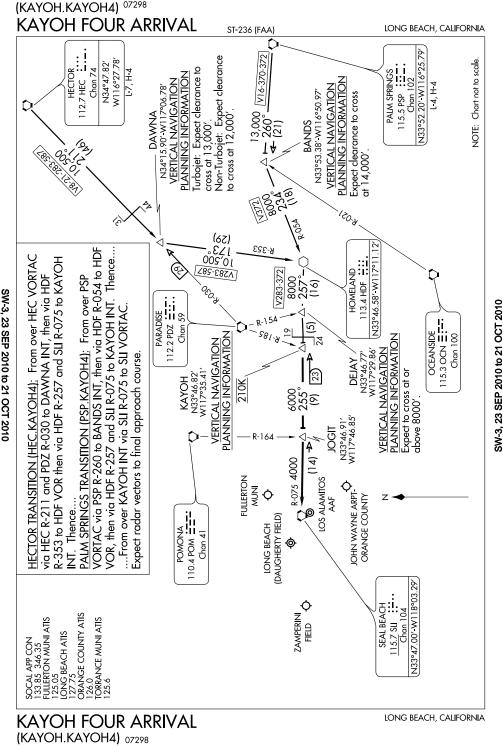
VTU R-129 to VTU VOR/DME, then via VTU R-289 and RZS R-109 to RZS VORTAC. SEAL BEACH TRANSITION (IRV1.SLI): From over ELB VOR/DME via ELB R-215

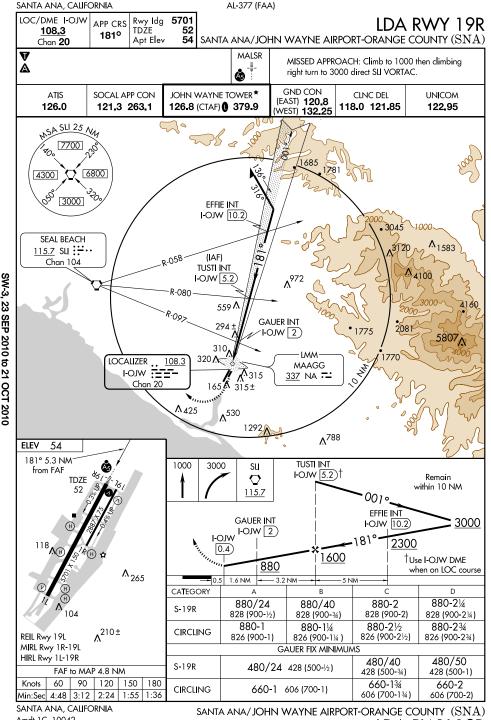
to GOKEY INT, then via SXC R-084 to SXC VORTAC, then via SXC R-310 and

to JAGLO INT, then via SLI R-148 to SLI VORTAC.

SHAFTER TRANSITION (IRV1.EHF): From over ELB VOR/DME via ELB R-215 to GOKEY INT, then via SXC R-084 to SXC VORTAC, then via SXC R-344 and LAX R-164 to LAX VORTAC, then via LAX R-337 to LANDO INT, then via FHF R-126 to EHF VORTAC.

SW-3, 23 SEP 2010 to 21 OCT 2010

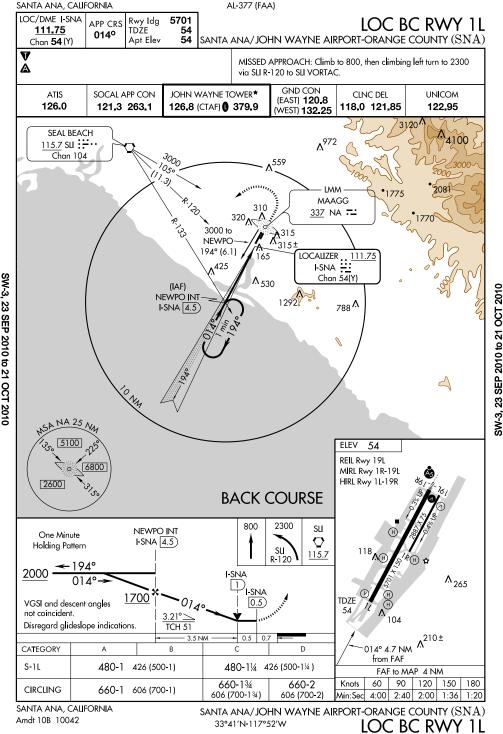




Amdt 1C 10042

SW-3,

33°41′N-117°52′W RW



<u>111.4</u> SXC **∷:-**-

Chan 51

SW-3,

## DEPARTURE ROUTE DESCRIPTION

I-SNA 1 DME fix or SLI R-118, turn left heading 175° for radar vectors to MUSEL INT, then via (transition) or (assigned route). Expect filed altitude ten minutes after departure. DAGGETT TRANSITION (MUSEL6.DAG): From over MUSEL INT via SLI R-150 to SLI

TAKE-OFF RUNWAY 19L/R: Maintain runway heading or I-SNA localizer south course to

Chan 100

L-4, H-4

N33°14.44′ - W117°25.06′

VORTAC, then via SLI R-022 and POM R-202 to POM VORTAC, then via POM R-033 and DAG R-214 to DAG VORTAC. OCEANSIDE TRANSITION (MUSEL6.OCN): From over MUSEL INT via OCN R-282 to

OCN VORTAC.

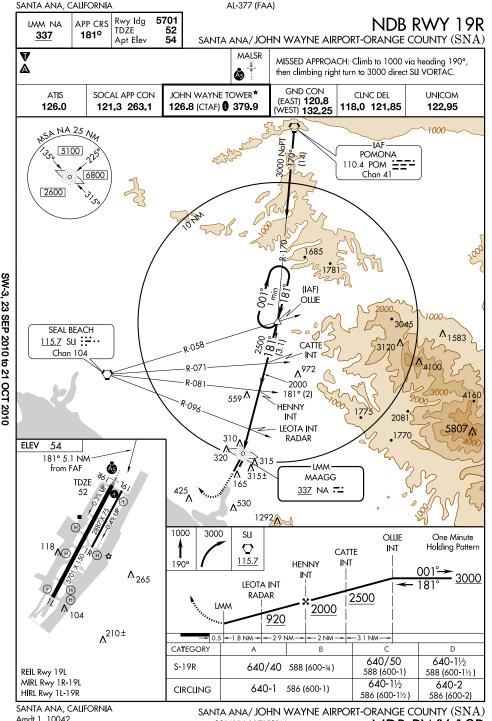
SEAL BEACH TRANSITION (MUSEL6.SLI): From over MUSEL INT via SLI R-150 to SLI VORTAC.

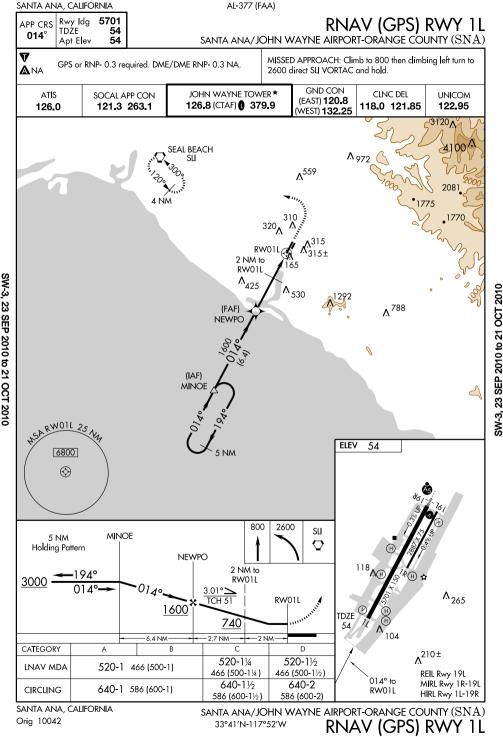
THERMAL TRANSITION (MUSEL6.TRM): From over MUSEL INT via SXC R-061 and TRM R-263 to TRM VORTAC.

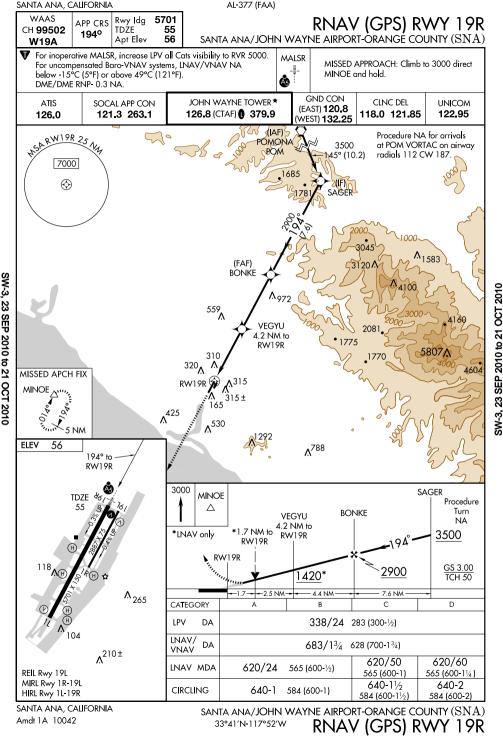
### MUSEL SIX DEPARTURE (MUSEL6.MUSEL) 09127

L-4, H-4

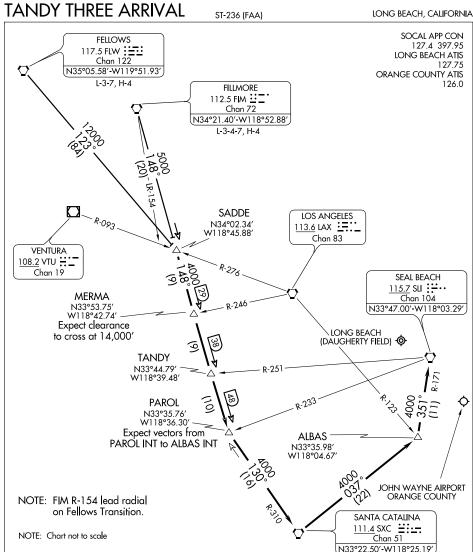
NOTE: Chart not to scale.







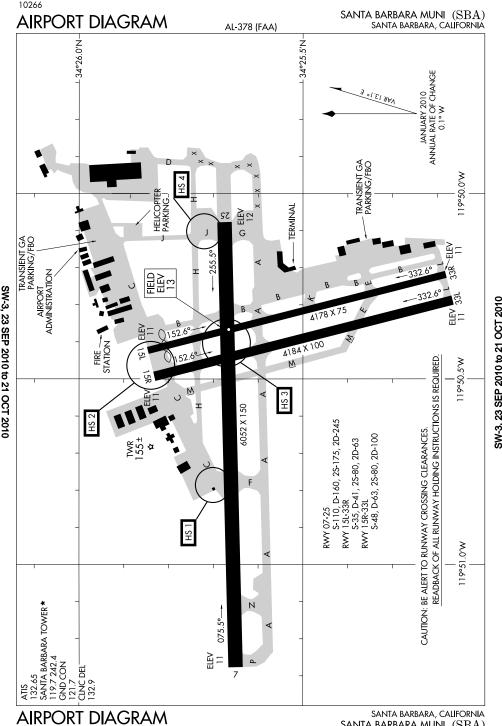
SW-3, 23 SEP 2010 to 21 OCT 2010



FELLOWS TRANSITION (FLW.TANDY3): From over FLW VORTAC via FLW R-123 to SADDE INT. Thence.... FILLMORE TRANSITION (FIM.TANDY3): From over FIM VORTAC via FIM R-148 to

SADDE INT. Thence....

....From over SADDE INT via FIM R-148 to PAROL INT. From over PAROL INT via SXC R-310 to SXC VORTAC. Then from over SXC VORTAC via SXC R-037 and SLI R-171 to SLI VORTAC.



AIRPORT

SANTA BARBARA MUNI (SBA)

2D-245

MIRI

HIRL RWY 07: MALSR. Tree. Rgt tfc.

## **CALIFORNIA**

SANTA BARBARA MUNI (SBA) 7 W UTC-8(-7DT) N34°25.57′ W119°50.49′ 13 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-See Remarks LRA Class I, ARFF Index C NOTAM FILE SBA

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Fence.

RWY 15R: REIL. Tree. RWY 33L: Tree. Rgt tfc. RWY 15L-33R: H4178X75 (ASPH) S-35, D-41, 2S-80, 2D-63

RWY 15L: Thid dspicd 217'. Bldg. RWY 33R: Rgt tfc. AIRPORT REMARKS: Attended 1330-0600Z‡. 24 hr self service 100LL fuel avbl on ramp directly north of west end of Twy C. Fee for fuel after hours call 805-964-6733 or 967-5608. Numerous flocks of birds on and invof arpt. Rwy 15L-33R dalgt hrs only. Arpt has noise abatement procedures ctc arpt ops 805-692-6005. Due to

limited ramp space at the airline terminal non-scheduled transport category acft with more than 30 passenger seats are required to ctc arpt ops 805-692-6005 24 hour PPR to arrival.

RWY 07-25: H6052X150 (ASPH-PFC) S-110, D-160, 2S-175.

RWY 15R-33L: H4184X100 (ASPH) S-48, D-63, 2S-80, 2D-100

fee for all PART 135 opr and transient acft with maximum gross. weight 10,000 lbs or more. Fees collected at FB0. TPA-1003(990) small acft, 1503(1490) large acft. Pure jet touch/go or low approaches prohibited. When twr clsd ACTIVATE MIRL Rwy 15R-33L, REIL Rwy 15R-CTAF. MALSR Rwy 07, PAPI Rwy 25 and REIL Rwy 25 opr continuously. CTAF.

WEATHER DATA SOURCES: ASOS (805) 681-0583. COMMUNICATIONS: CTAF 119.7 ATIS 132.65 (805) 967-0283 **IINICOM** 122 95

ILS/DME 110.3 I-SBA

R L.A. CENTER APP/DEP CON 119.05 (0700-1400Z‡) TOWER 119.7 (1400-0700Z±) CLNC DEL 132.9 GND CON 121 7

AIRSPACE: CLASS C svc 1400-0700Z tctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

Chan 40

SAN MARCUS (H) VORTAC 114.9 RZS Chan 96 N34°30.57′ W119°46.26′ 201° 6.1 NM to fld. 3623/14E. HIWAS. GAVIOTA (L) VORTACW 113.8 GVO Chan 85 N34°31.88′ W120°05.47′ 101° 13.9 NM to fld. 2616/16E.

Unmonitored when twr clsd.

 $\blacksquare$  App/dep con 125.4 (330°-150°) 124.15 127.725 120.55 (151°-329°) 124.15 127.725 (1400-0700Z‡)

Building Area 6052 X 150 Buildina Area Commercial airline ramp CLOSED to all General Aviation acft. Ldg

SANTA CATALINA N33°22.50′ W118°25.20′ NOTAM FILE HHR. (I) VORTACW 111 4 SXC Chan 51 352° 1 8 NM to Catalina 2090/15F

Rwv 07.

LOS ANGELES H-41 I-3F 4G

INS ANGELES

IAP. AD

H-4H, L-3D, 4F, 7A

(FLOUT5.FLOUT) 09239 SANTA BARBARA MUNI (SBA) FLOUT FIVE DEPARTURE SL-378 (FAA) SANTA BARBARA, CALIFORNIA ATIS 132.65 CLNC DEL 132.9 GND CON 121.7 GAVIOTA SANTA BARBARA TOWER\* 113.8 GVO ... 119.7 (CTAF) 242.4 Chan 85 SANTA BARBARA DEP CON N34°31.88′ - W120°05.47′ 120.55 321.4 L-3-4-7, H-4 N34° 27.32′ RZS W119°48.62' R-092 R-251 6000 SAN MARCUS 114.9 RZS :--Chan 96 N34° 29.25′ N34°30.57′ - W119°46.26′ W120°04.14' L-3-4-7, H-4 6000 SW-3, 23 SEP 2010 to 21 OCT 2010 Aprx dist fr T/off area **VENTURA** 108.2 VTU Chan 19 N34°06.90′ - W119°02.97′ L-3-4-7, H-4 **FLOUT** N34° 15.45′ 4000 W119°57.19′ 0860 (46) NOTE: Chart not to scale. R-266 NOTE: IFR departure Rwys 33L/R not authorized. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 7 and 15L/R: Turn right, thence. . . . TAKE-OFF RUNWAY 25: Turn left, thence. . . .

. . . .intercept and proceed via RZS R-197 to FLOUT INT. Thence via (transition or assigned route.)

GAVIOTA TRANSITION (FLOUT5.GVO): From over FLOUT INT via GVO R-141 to GVO VORTAC. Cross RZS R-251 at or above 6000'.

SAN MARCUS TRANSITION (FLOUT5.RZS): From over FLOUT INT via RZS R-197 to RZS VORTAC. Cross GVO R-092 at or above 6000'.

<u>VENTURA TRANSITION (FLOUT5.VTU):</u> From over FLOUT INT via VTU R-266 to VTU VOR/DME.

# FLOUT FIVE DEPARTURE

(HABUT4.GVO) 09239

SANTA BARBARA MUNI (SBA) SANTA BARBARA, CALIFORNIA

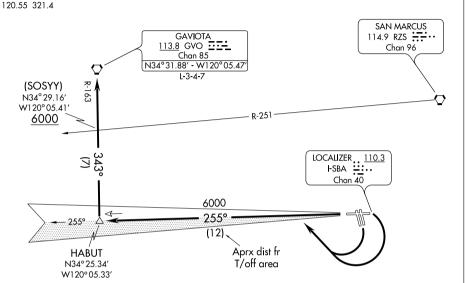
HABUT FOUR DEPARTURE

SL-378 (FAA)

CLNC DEL 132.9 GND CON 121.7

ATIS 132.65

SANTA BARBARA TOWER\* 119.7 (CTAF) 242.4 SANTA BARBARA DEP CON



NOTE: IFR departure Rwys 33L/R not authorized.

NOTE: Minimum (ATC) climb of 385' per NM to 6000.

NOTE: Chart not to scale.



SW-3, 23 SEP 2010 to 21 OCT 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7 and 15L/R: Turn right, intercept I-SBA west course to HABUT INT, thence via GVO R-163 to GVO VORTAC. Cross RZS R-251 at or above 6000'.

TAKE-OFF RUNWAY 25: Intercept I-SBA west course to HABUT INT, thence via GVO R-163 to GVO VORTAC. Cross RZS R-251 at or above 6000'.

# HABUT FOUR DEPARTURE

### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

HOT SPOT CITY/AIRPORT **DESCRIPTION\*** 

HAWTHORNE, CA

JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)

HS 1 Rwy 25 run-up area.

LONG BEACH, CA

LONG BEACH (DAUGHERTY

FLD) (LGB)

HS<sub>1</sub> Rwy 30 and Rwy 07L-25R, Twy A and Twy D. HS<sub>2</sub> Rwy 12-30 and Rwy 07L-25R, Twy B and Twy K.

HS<sub>3</sub> Rwy 07R-25L, Twy B. HS 4

Rwy 07R-25L and Rwy 12-30, Twy J and Twy D. HS<sub>5</sub> Rwy 16R-34L, southwest ramp, Twy F and Twy B. Rwy 34R and Rwy 07R-25L.

HS 6

HS 7 Rwy 12-30 cross every other rwy.

PALM SPRINGS, CA

23 SEP 2010 to 21 OCT 2010

PALM SPRINGS INTL (PSP) HS<sub>1</sub> Twy C mistaken for Rwy 13R-31L or Rwy 13L-31R. HS<sub>2</sub> Int of Twy B and Twy C.

> HS<sub>3</sub> Twy B and Rwy 31R. HS 4 Twy C and Twy J.

SANTA ANA, CA

JOHN WAYNE ARPT-ORANGE

COUNTY (SNA) HS<sub>1</sub> Rwy 19L and Rwy 19R, Twy L and Twy K. HS<sub>2</sub> Rwy 19L and Rwy 19R, Twy H.

HS 3 Twy A, Twy H, and Twy C.

SANTA BARBARA, CA

SANTA BARBARA MUNI (SBA) HS<sub>1</sub> Rwy 07-25, Twy C. HS<sub>2</sub> Rwy 15L and Rwy 15R, Twy C, wide pavement.

> HS 3 Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R

and Rwy 15R-33L utilized for taxi.

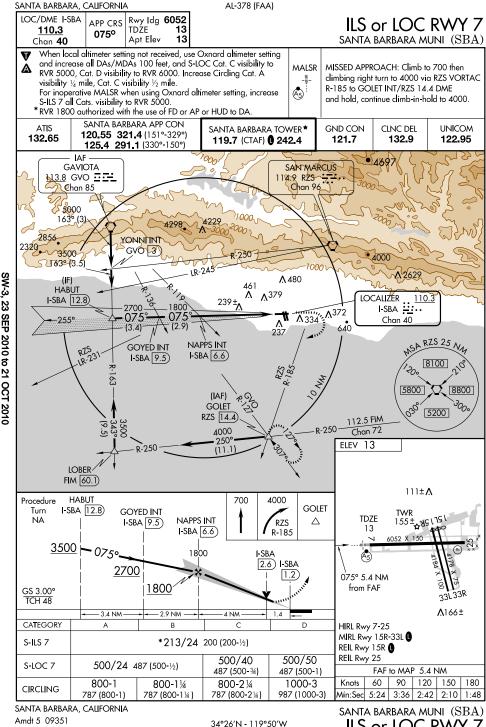
HS 4 Rwy 25, Twy H and Twy J.

VICTORVILLE, CA

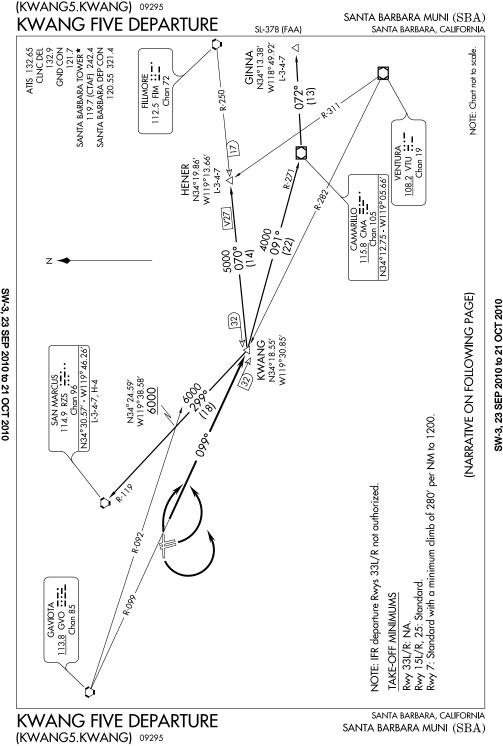
SOUTHERN CALIFORNIA

LOGISTICS (VCV) HS<sub>1</sub> Wrong rwy departure risk.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.



ILS or LOC RW



to KWANG INT thence. . . .

SW-3, 23 SEP 2010 to 21 OCT 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climbing right turn to intercept GVO VORTAC R-099 to KWANG INT thence. . . .

TAKE-OFF RUNWAYS 15L/R and 25: Climbing left turn to intercept GVO VORTAC R-099

. . . .via (transition) or (assigned route).

HENER TRANSITION (KWANG5.HENER): From over KWANG INT via FIM R-250 to HENER INT.

SAN MARCUS TRANSITION (KWANG5.RZS): From over KWANG INT via RZS R-119 to RZS VORTAC. Cross GVO R-092 at or above 6000'.

GINNA TRANSITION (KWANG5.GINNA): From over KWANG INT via CMA R-271 to CMA VOR/DME then via CMA R-072 to GINNA.

## TAKE-OFF OBSTACLE NOTES

Rwy 7: OL on DME antenna, road, and numerous trees beginning 350' from DER, 101' right of centerline, up to 55' AGL/74' MSL. Antennas, poles, tower, and numerous trees beginning 194' from DER, 11' left of centerline, up to 79' AGL 98' MSL.

Rwy 15L: Numerous trees beginning 1242' from DER, 119' right of centerline, up to 100' AGL/159' MSL.

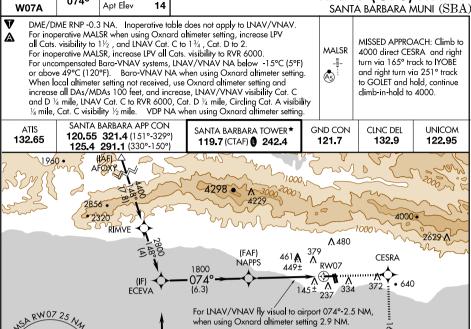
Rwy 15R: Sign and numerous trees beginning 29' from DER, 94' right of centerline,

up to 100' AGL/159' MSL. Tree 1325' from DER, 243' left of centerline, 19' AGL/59' MSL. Rwy 25: Trees beginning 1999' from DER, 793' right of centerline, up to 67' AGL/86' MSL.

AL-378 (FAA)

# RNAV (GPS) RWY 7

SANTA BARBARA MUNI (SBA)



when using Oxnard altimeter setting 2.9 NM.

Procedure NA for arrivals at AFOXY via V27 northwest bound.

2800 345° (9.5) 4000 (IAF) LÖBER (11.1)ELEV 14 4000 CESRA **IYOBE** Procedure Turn 1659 **ECEVA** track NA 111± 🔨 For LNAV/VNAV fly visual NAPPS \*LNAV only to airport, 074° -2.5 NM, 2800 when using Oxnard \*1.6 NM to TDZE 155± 451751 altimeter setting 2.9 NM. RW07 13 6052 X 150 1800 GS 3.00° A5) TCH 48 6.3 NM 3.8 NM 1.6 NM 074° to RW07 CATEGORY Α В C 33L33R I PV DA 380/40 367 (400-3/4) 866-21/2 LNAV/ **∆**166± DA 866-2 853 (900-2)

VNAV

LNAV MDA

CIRCLING

SANTA BARBARA, CALIFORNIA

HIRL Rwy 7-25

REIL Rwy 15R (

**REIL Rwy 25** 

MIRL Rwy 15R-33L (

SW-3,

23 SEP 2010 to 21 OCT 2010

8100

⇳

Orig-A 09351

SANTA BARBARA MUNI (SBA)RNAV (GPS) RW

853 (900-21/2)

560/50

547 (600-1)

800-21/4

786 (800-21/4)

800-1

786 (800-1)

560/24 547 (600-1/2)

800-11/4

786 (800-11/4)

GOLET

Δ

251°

track

D

866-23/4

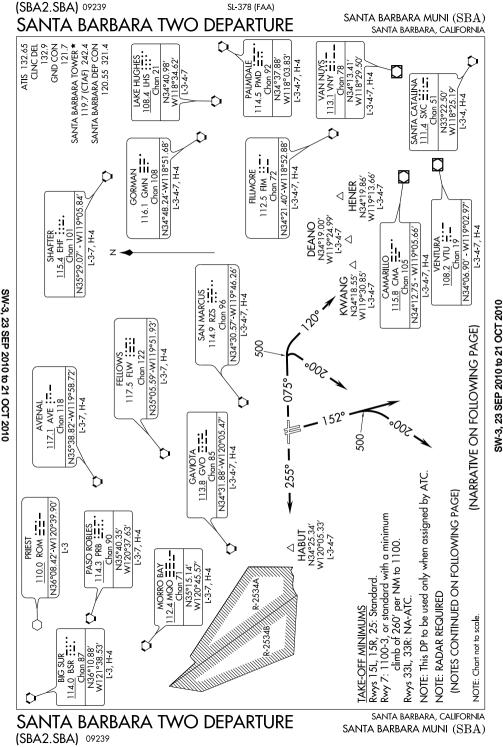
853 (900-234)

560/60

547 (600-11/4)

1000-3

986 (1000-3)



V

SW-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

SOUTH OR EAST ROUTE OF FLIGHT:

TAKE-OFF RUNWAY 7: Climb heading 075° to 500, then climbing right turn via heading 120°. Thence....

TAKE-OFF RUNWAYS 15L/15R: Climb heading 152°. Thence....

TAKE-OFF RUNWAYS 13L/13K: Climb heading 152°. Thence....

....via radar vectors, maintain 3000. Expect further clearance to filed altitude 5 minutes after departure.

NORTH OR WEST ROUTE OF FLIGHT:

TAKE-OFF RUNWAY 7: Climb heading 075° to 500, then climbing right turn via heading 200°. Thence....

<u>TAKE-OFF RUNWAYS 15L/15R:</u> Climb heading 152° to 500, then climbing right turn via heading 200°. Thence....

TAKE-OFF RUNWAY 25: Climb heading 255°. Thence....

....via radar vectors, maintain 3000. Expect further clearance to filed altitude 5 minutes after departure.

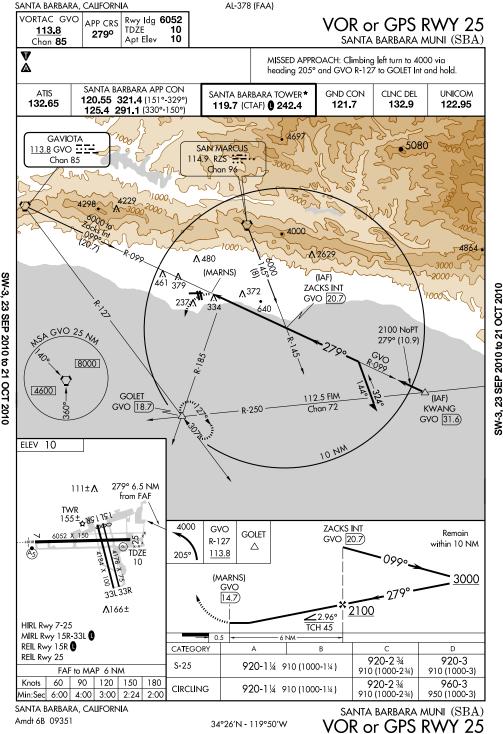
TAKE-OFF OBSTACLE NOTES

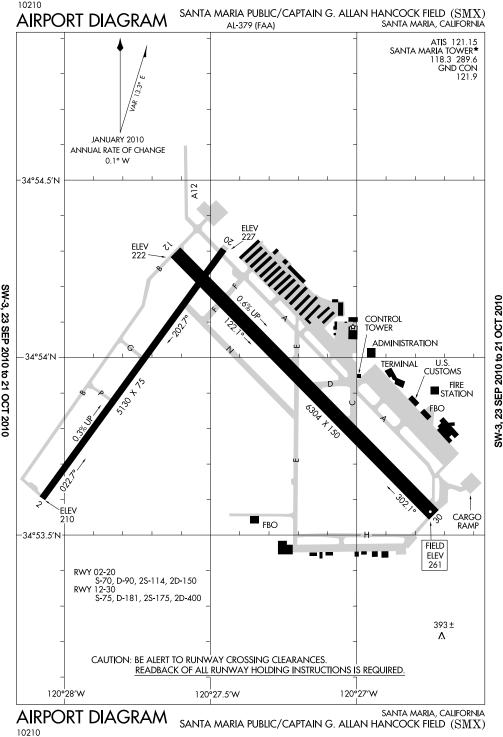
Rwy 7: OL on lighted windsock, buildings, and multiple trees beginning 207' from DER, 244' left of centerline, up to 20' AGL/98' MSL. Light poles and multiple trees beginning 938' from DER, 587' right of centerline, up to 20' AGL/74' MSL.

Rwy 15L: Multiple trees beginning 1289' from DER, 115' right of centerline, up to 20' AGL/65' MSL.

Rwy 15R: Trees 1325' from DER, 246' left of centerline, 20' AGL/59' MSL. Trees 1287' from DER, 352' right of centerline, 20' AGL/65' MSL.

Rwy 25: Multiple trees beginning 118' from DER, 272' left of centerline, up to 20' AGL/127' MSL. Multiple trees beginning 1354' from DER, 791' right of centerline, up to 40' AGL/105' MSL.





LOS ANGELES

## **CALIFORNIA**

### SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX) 3 S UTC-8(-7DT)

N34°53.94′ W120°27.45′

H-4H, L-3D, 4F, 7A IAP. AD

NOTAM FILE SMX RWY 12-30: H6304X150 (ASPH-GRVD)

S-75, D-181, 2S-175, 2D-400 HIRL 0.6% up SE

RWY 12: MALSR. Rgt tfc.

261 B S4 FUEL 100LL, JET A TPA-See Remarks

RWY 30: VASI(V4L)—GA 3.5° TCH 57'. Trees.

RWY 02-20: H5130X75 (ASPH) S-70, D-90, 2S-114, 2D-150

0.3% up NE RWY 02: Rgt tfc. RWY 20: Trees.

AIRPORT REMARKS: Attended 1400-0600Z±, 100LL self-service fueling avbl. Acft fuel servicing 129.975 or 122.950. CLOSED to supplemental part 121 and part 135 air carrier ops except 24

hours PPR call arpt manager 805-922-1726 weekdays 1600-0100Z‡. Class I, declared arpt ARFF Index is 'A' but is capable of providing Index 'B'. Numerous birds on and invof arpt.

Lgtd street less than 1/4 mile NW of and parallel to Rwv 12-30. Calm wind less than 8 knots use Rwy 30. No touch and go opr landing practice or practice instrument approaches

0600-1500Z±, TPA-1261(1000), turboiet and pureiet

1761(1500). Transient pilots remain clear of commercial ramp and terminal, Run-up apron Rwy 30 gross weight limit 110,000 pounds dual wheel, 110,000 pounds dual wheel. Rwy 12 touchdown runway visual range avbl. Portions of Twy A not visible from twr and unlighted. When

twr clsd ACTIVATE MALSR Rwy 12—CTAF. HIRL Rwy 12-30 and VASI Rwy 30 ops continuously. ACTIVATE twy Igts 0800-1400Z‡--CTAF. U.S. WEATHER DATA SOURCES: ASOS (805) 928-0384.

COMMUNICATIONS: CTAF 118.3 ATIS 121.15 (805) 347-9136 UNICOM 122.95 **GUADALUPE RCO** 122.1R 111.0T (HAWTHORNE RADIO) (R) SANTA BARBARA APP/DEP CON 124.15 (1400-0700Z‡)

Unmonitored when twr closed

(R) L.A. CENTER APP/DEP CON 119.05 (0700-1400Z±) TOWER 118.3 (1400-0400Z±) GND CON 121.9

AIRSPACE: CLASS D svc 1400-0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

MORRO BAY (L) VORTACW 112.4 MOO Chan 71 N35°15.14′ W120°45.57′ 129° 25.9 NM to fld. 1463/16E.

GUADALUPE (T) VOR 111.0 GLJ N34°57.14′ W120°31.29′ 119° 4.5 NM to fld. VOR unusable 300°-325° beyond 10 NM below 3000'.

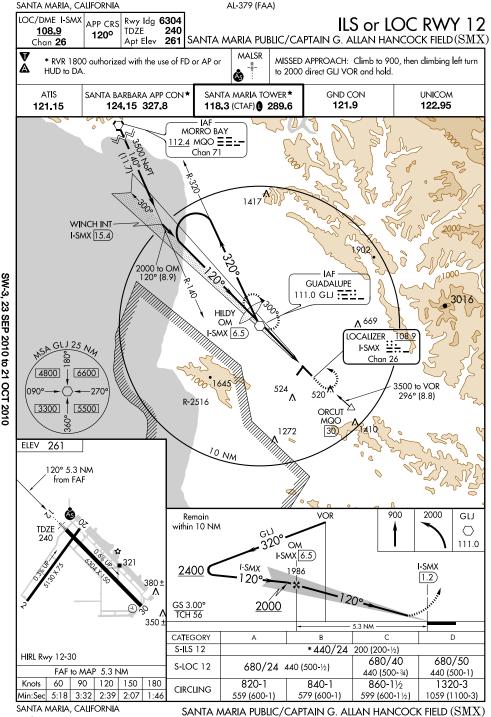
ILS/DME 108.9 I-SMX Chan 26 Rwy 12. Class IE. LOC/DME back course unusable byd 9 NM blo 3000'. LOC back course unusable byd 12 NM. LOC back course unusable byd 25° right of course.

ARFF Index—See Remarks Se Million 12 (BUELT1.BUELT) 07298 SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD  $(\mathrm{SMX})$ **BUELT ONE DEPARTURE** SL-379 (FAA) SANTA MARIA, CALIFORNIA ATIS 121.15 NOTE: Runway 12 departures require a minimum climb **GND CON 121.9** of 340' per NM to 1700'. SANTA MARIA TOWER \* 118.3 289.6 Runway 20 departures require a minimum climb PASO ROBLES SANTA BARBARA DEP CON\* of 380' per NM to 1500'. 114.3 PRB :=: 124.15 327.8 Runway 30 departures require a minimum climb UNICOM 122.95 Chan 90 of 300' per NM to 2200'. **FRAMS** N35°22.03' W120°56.30' L-3-7 **FELLOWS** MORRO BAY 117.5 FLW 112.4 MQO ==: Chan 122 Chan 71 N35°05.59' W119°51.94' L-3-7, H-4 PISMO **GUADALUPE** N35°15.75' W121°02.74′ 111.0 GU :=:: N34°57.14′ W120°31.29′ R-2516 NOTE: Remain clear of SAN MARCUS restricted areas 114.9 RZS :-R-2516 and R-2517 BUELT Chan 96 N34°39.15' N34°30.57′ W120°16.63' W119°46.26 MCA 8500 for L-3-4-7, H-4 6400 FELLOWS Transition R-2517 0950 GAVIOTA 113.8 GVO ... R-275 🗘 Chan 85 N34°31.88 W120°05.47' NOTE: Chart not to scale. L-3-4-7, H-4 V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 12: Climbing right turn to intercept and proceed via GLJ R-130 to BUELT INT, thence via (assigned route) or (transition). TAKE-OFF RUNWAYS 20 and 30: Climbing left turn via heading 100° to intercept and proceed via GLJ R-130 to BUELT INT, thence via (assigned route) or (transition). FELLOWS TRANSITION (BUELT 1.FLW): From over BUELT INT via FLW R-202 to FLW VORTAC. FRAMS TRANSITION (BUELT1.FRAMS): From over BUELT INT via GLJ R-130 to GLJ VOR, thence via GLJ R-290 to PISMO INT, thence via PRB R-204 to FRAMS INT. GAVIOTA TRANSITION (BUELT1.GVO): From over BUELT INT via GVO R-292 to GVO SAN MARCUS TRANSITION (BUELT1.RZS): From over BUELT INT via RZS R-275 to RZS

# BUELT ONE DEPARTURE (BUELT1.BUELT) 07298

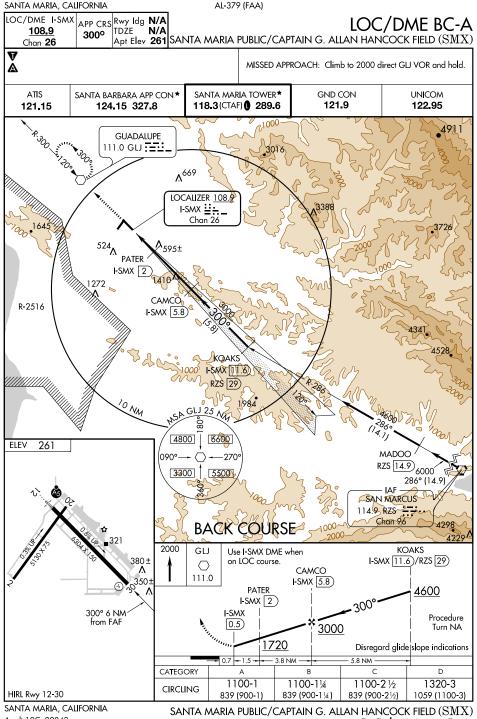
VORTAC.

23 SEP 2010 to 21 OCT 2010



Amdt 9E 08101

34°54′N-120°27′W

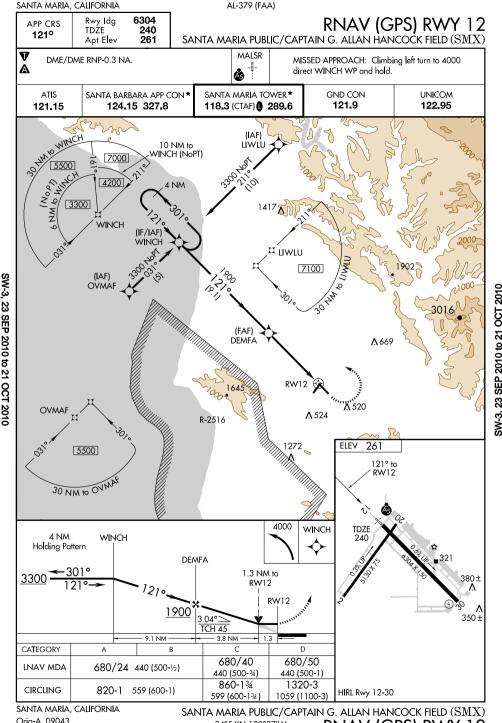


Amdt 10C 09043

SW-3,

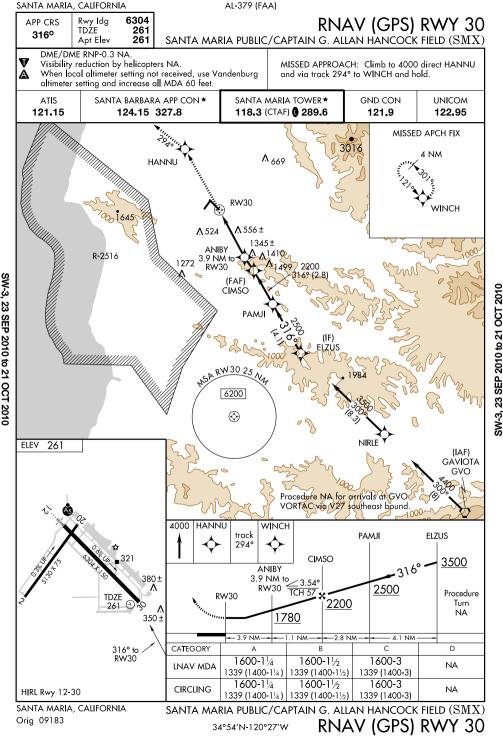
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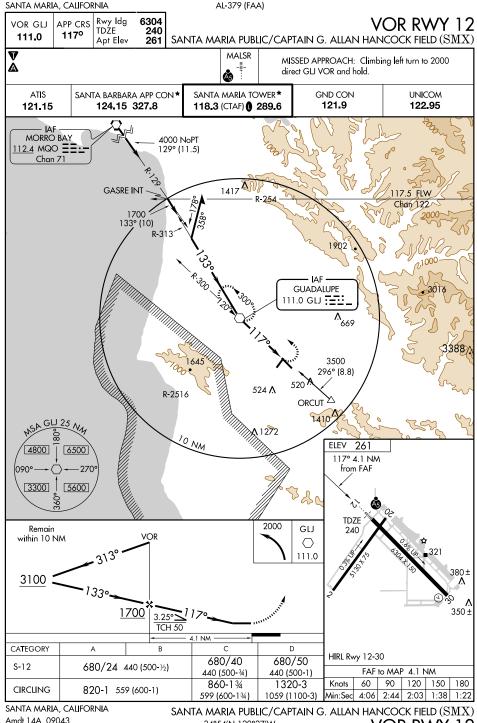
34°54'N-120°27'W DME BC-A



Orig-A 09043

RNAV (GPS) RWY 12 34°54′N-120°27′W



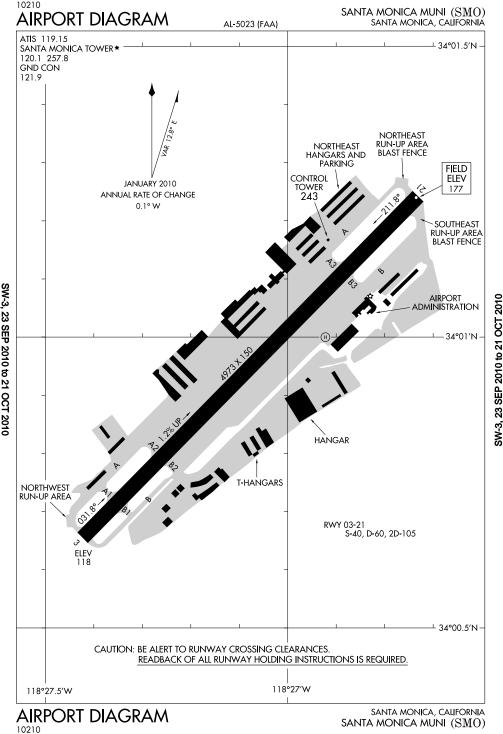


Amdt 14A 09043

SW-3,

23 SEP 2010 to 21 OCT 2010

34°54′N-120°27′W



## **CALIFORNIA**

(SM0)

ordinance in effect ctc noise office prior to arrival 310-458-8759/8692 or 310-434-2640. Noise abatement procedures: Pure jet and stage II (with/without hush kits)

lifeguard flights 0700-1500Z‡ Mon-Fri and 0700-1600Z‡

225° to over-fly golf course W of arpt. No crosswind turn until

pattern, no turn before reaching shoreline. Rwy 03 departure no

3 E UTC - 8(-7DT)

FUEL 100LL, JET A OX 1, 2, 3, 4

RWY 03: REIL, VASI(V4L)—GA 4.0° TCH 27', Tree, Rgt tfc. RWY 21: REIL, PAPI(P4L)-GA 4.0° TCH 65'. AIRPORT REMARKS: Attended continuously. PPR for dual wheel acft in excess of 60,000 pounds certified maximum Idg weight, ctc arpt manager 310-458-8591. Helicopter flight training ops prohibited.

RWY 03-21: H4973X150 (ASPH-GRVD)

SANTA MONICA MIINI

S4

177 B

S-40, D-60, 2D-105

helicopter ops apch boundry at midfield at or above 900' MSL. No touch/go, stop/go, or low apch permitted on Sat. Sun. holidays. weekdays SS-1500Z‡. Noise test on 122.85. Continuous noise

settings on run-up or dep negatively impact the community. When twr clsd ACTIVATE MIRL Rwy 03-21, VASI Rwy

N34°20.82' W119°03.70'

prohibited. Maximum noise limit 95.0 single event noise exposure level (senel) all acft. No engine starts or departures except PPR weekends. PPR ex-military acft ctc arpt manager 310-458-8591.

N34°00.95' W118°27.08'

MIRL

IRA

1.2% up NE

TPA-See Remarks

Helipad H1: 40 X 40 Area Residentia Arec Residential VFR departures Rwy 21 turn left 10° at end of rwy then turn right reaching Lincoln Blvd (1 mile W) and out 800 ft MSL. If departure turn prior to freeway located 1 mile E. Engine maintenance runup: Jets and turboprop N side within 300' E of Twy A3, Piston single and twins on S side, within 300' E if Twy B3, TPA-1377(1200) single engine, 1877(1700) twin engine, Intersection departures and formation landings and departures prohibited. Rwy 03-21 dep end approximately 220' from residential homes. Extended high power

NOTAM FILE SMO

LOS ANGELES

L-3E, 4G, 7B, A

COPTER

IAP. AD

Residential

03, REIL Rwy 03 and Rwy 21 and PAPI Rwy 21-CTAF. Ldg fee. WEATHER DATA SOURCES: ASOS (310) 392-6453 LAWRS. COMMUNICATIONS: CTAF 120.1 ATIS 119.15 (310) 450-4620 R SOCAL APP CON 124.3 (101°-245°) 124.9 (069°-100°) 125.2 (246°-341°) 128.5 (342°-068°) (R) SOCAL DEP CON 125.2

AIRSPACE: CLASS D svc 1500-0500Z tother times CLASS G.

N34°00.61′ W118°27.40′

Chan 45

**GND CON 121.9** 

VOR/DME unusable: 260°-280° byd 15 NM blo 4,000' 280°-290° bvd 20 NM blo 4.000'

290°-330° bvd 30 NM blo 8.000'

HELIPAD H1: H40X40 (ASPH)

SMO

HELIPORT REMARKS: Helicopter flight training opr prohibited, helicopters cross arpt boundary at 900' MSL. Rwy H1

RADIO AIDS TO NAVIGATION: NOTAM FILE SMO.

perimeter lights.

SANTA PAULA

TOWER 120.1 (1500-0500Z±)

VFR ADVSY SVC ctc TOWER

(L) VORW/DME 110.8

(SZP) 1 SE

UTC-8(-7DT)243 S4 **FUEL** 80. 100LL TPA-843(600) NOTAM FILE HHR

RWY 04-22: H2713X60 (ASPH) RWY 04: Thid dsplcd 197'. Building. Rgt tfc. RWY 22: Thid dsplcd 225'. Trees. AIRPORT REMARKS: Attended 1600-0100Z‡. 24 hour self fueling with all major credit cards. Ultralights, banner

at fld. 114/15E.

330°-360° byd 30 NM blo 6,000'

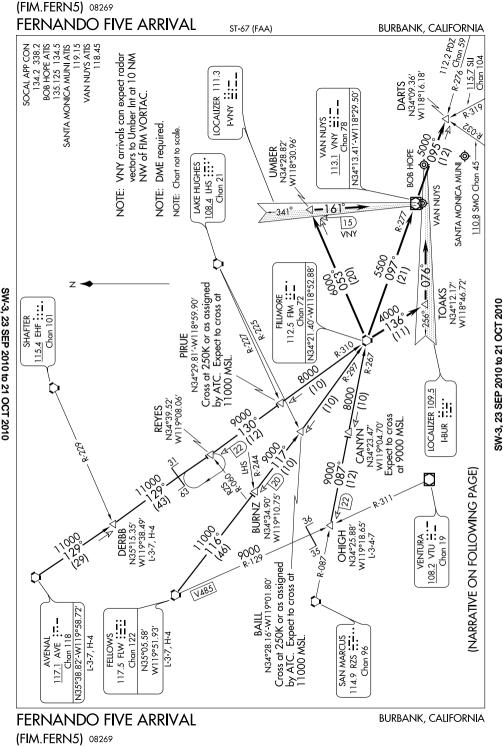
360°-030° byd 35 NM blo 9,000'

LOS ANGELES COPTER

towing, gliders, remote control models operating in the vicinity. Daily aerobatic activity 3-18 miles E up to 5255'

**COMMUNICATIONS: CTAF 122.9** HELIPAD H1. H60X60 (ASPH

AGL. Ngt operations prohibited.



ARRIVAL DESCRIPTION

AVENAL TRANSITION (AVE.FERN5): From over AVE VORTAC via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

DERBB TRANSITION (DERBB.FERN5): From over DERBB INT via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

FELLOWS TRANSITION (FLW.FERN5): From over FLW VORTAC via FLW R-116 and FIM R-297 to FIM VORTAC. Thence....

OHIGH TRANSITION (OHIGH.FERN5): From over OHIGH INT via FIM R-267 to FIM VORTAC. Thence....

From over FIM VORTAC:

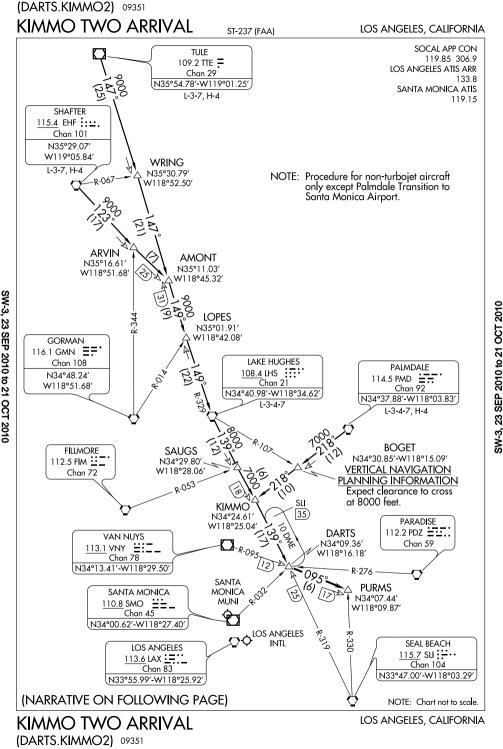
LANDING BOB HOPE: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect ILS RWY 8.

LANDING SANTA MONICA MUNI: Via FIM R-097 and VNY R-277 to VNY

VOR/DME; then via VNY R-095 to DARTS INT. Expect VOR-A approach. LANDING VAN NUYS RWY 16: Via FIM R-053 to UMBER INT, then via I-VNY

localizer. Expect ILS RWY 16R.

LANDING VAN NUYS RWY 34: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect LDA-C; circle to land RWY 34L.



KIMMO TWO ARRIVAL

## ARRIVAL ROUTE DESCRIPTION

LAKE HUGHES TRANSITION (LHS.KIMMO2): From over LHS VORTAC via LHS R-139 to DARTS INT. Thence....

R-139 to DARIS INT. Thence...

vectors to final approach course.

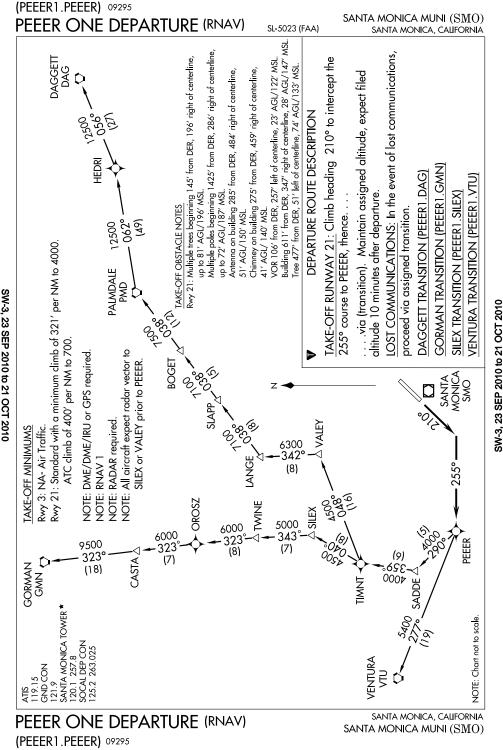
PALMDALE TRANSITION (PMD.KIMMO2): From over PMD VORTAC via PMD R-218 to KIMMO INT, then via LHS R-139 to DARTS INT. Thence.... SHAFTER TRANSITION (EHF.KIMMO2): From over EHF VORTAC via EHF R-123 and LHS R-329 to LHS VORTAC, then via LHS R-139 to DARTS INT. Thence....

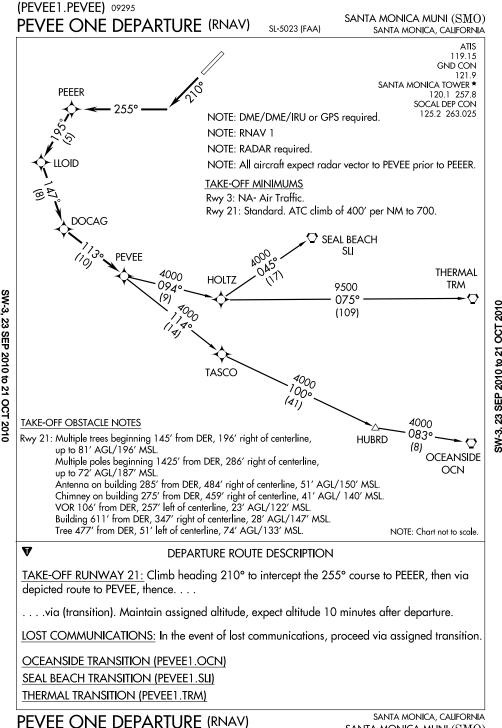
and LHS R-329 to LHS VORTAC, then via LHS R-139 to DARTS INT. Thence....

TULE TRANSITION (TTE.KIMMO2): From over TTE VOR/DME via TTE R-147 and LHS R-329 to LHS VORTAC, then via LHS R-139 to DARTS INT. Thence....

....LANDING LOS ANGELES INTL: From over DARTS INT via VNY R-095 to PURMS INT. Expect radar vectors to final approach course. ....LANDING SANTA MONICA MUNI: From over DARTS INT expect radar

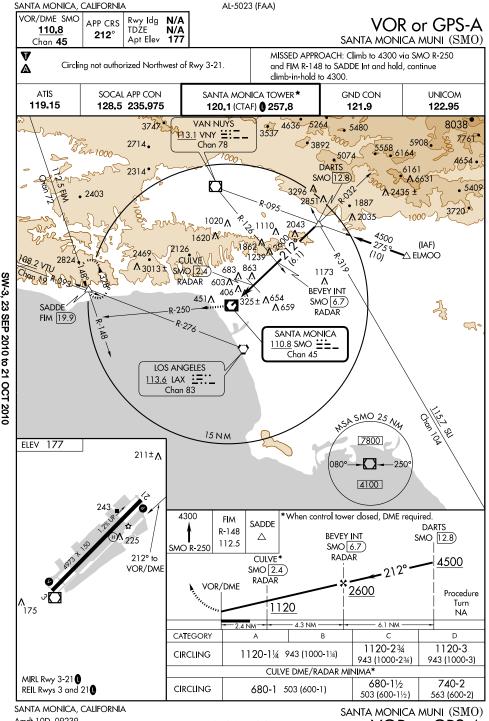
KIMMO TWO ARRIVAL





(PEVEE1.PEVEE) 09295

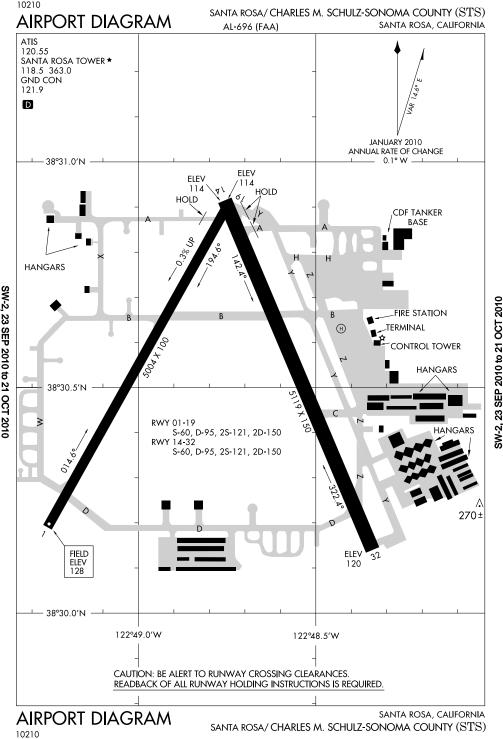
09295 SANTA MONICA MUNI (SMO)



Amdt 10D 09239

SW-3,

VOR or GPS-A



CALIFORNIA 179

N38°30 54' W122°48 77'

Class I. ARFF Index B

SANTA ROSA N38°30 49' W122°48.63' NOTAM FILE STS (I) VORW/DMF 113 0 STS Chan 77 VOR /DMF unusable:

360°-030°beyond 25 NM below 10000'

030°-080°beyond 25 NM below 7500'

at Charles M. Schulz-Sonoma Co 117/16F

CHARLES M. SCHULZ-SONOMA CO (STS) 6 NW UTC-8(-7DT) FUEL 100LL, JET A 0X 2, 4 TPA—See Remarks

080°-120°beyond 25 NM below 5500' 340°-360°beyond 32 NM below 10000'

SAN FRANCISCO

CAN FRANCISCO

H-3B, L-2G, 3A

LOS ANGELES

IAP AN

I-2G 3A

## SANTA ROSA

NOTAM FILE STS RWY 14-32: H5119X150 (ASPH-GRVD) S-60 D-95 2S-121 2D-150

RWY 14: REIL, VASI(V4R)—GA 3.0° TCH 50', Trees, Rgt tfc.

RWY 32: MALSR Trees

RWY 01-19: H5004X100 (ASPH-GRVD) S-60 D-95 2S-121

2D-150 0.3% un S

RWY N1. Trees RWY 19: PAPI(P41 )—GA 3 5° TCH 30' Trees

RUNWAY DECLARED DISTANCE INFORMATION RWY 01: TORA-5002 TODA-5002 ASDA-4700 LDA-4700 RWY 19: TORA-5002 TODA-5002 ASDA-5002 LDA-5002 AIRPORT REMARKS: Attended 1400-0600Z‡. 100LL avbl 24 hrs with credit card. Jet A avbl during attendance hrs. Be alert for

numerous flocks of birds on and invof arpt including seasonally migratory geese. Rwy 14 rgt tfc when twr clsd. TPA for small acft 1128(1000) and TPA for large acft 1628(1500). Twy B between Rwv 01-19 and Rwv 14-32 limited to S-12, D-25, Arpt has noise abatement procedures ctc arpt manager 707-565-7243. Twy Z

between Rwv 14-32 and Twv Y limited to S-20, D-40, Ldg fee. When twr clsd ACTIVATE HIRL Rwy 14-32, twy lgts, MALSR Rwy 32, VASI Rwy 14-CTAF, When twr clsd ACTIVATE REIL Rwy 14 only when rwy lgts on highest intensity—CTAF. When twr clsd PAPI

WEATHER DATA SOURCES: ASOS (707) 573-8393.

Rwy 19 not avhl

COMMUNICATIONS: CTAF 118 5 ATIS 120.55 (707) 545-ATIS. UNICOM 122.95

(R) NAKI AND CENTER APP/DEP CON 127.8

SANTA ROSA TOWER 118.5 (1500-0400Z±) AIRSPACE: CLASS D svc 1500-0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE STS STS

SANTA ROSA (L) VORW/DME 113.0 Chan 77 N38°30.49' W122°48.63' at fld. 117/16E. ILS 109.3 I-STS Rwy 32. Class IE. (BC unusable).

SANTA YNEZ (IZA) 1 SE UTC-8(-7DT) N34°36.41' W120°04.53' S4 674 FUEL 100LL, JET A TPA-1674(1000) NOTAM FILE IZA

RWY 08-26: H2812X75 (ASPH) S-12.5 MIRI 0.7% down W RWY 26: VASI(V2L)-GA 3.4° TCH 20'.

RWY 08: Hill. Rgt tfc. AIRPORT REMARKS: Attended 1500-0300Z‡, Fuel avbl 24 hours using automated system, Parachute Jumping, Ultralight ops south of

Rwy 08-26. Glider ops on dirt apch zone Rwy 26. Rwy 26 tkf recommend heading 210° at arpt perimeter if safety permit for noise abatement, MIRL Rwy 08-26 preset low ints; increase ints and ACTIVATE VASI Rwy 26-CTAF. WEATHER DATA SOURCES: AWOS-3 118.075 (805) 686-8903.

COMMUNICATIONS: CTAF/UNICOM 122.8

(R) SANTA BARBARA APP/DEP CON 124.15 (1400-0700Z±)

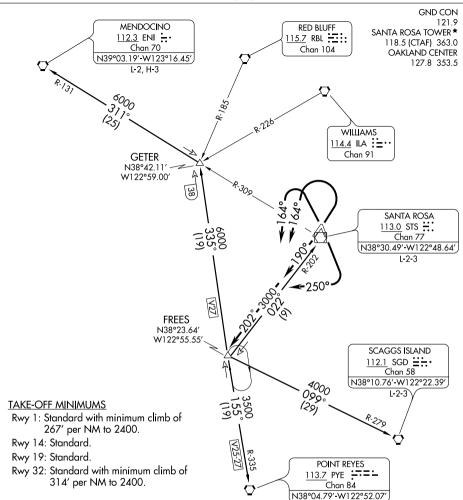
R L.A. CENTER APP/DEP CON 119.05 (0700-1400Z‡) RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SAN MARCUS (H) VORTAC 114.9 RZS

Chan 96 W119°46.26' 277° 16.2 NM to fld. 3623/14E.

HIRI ~ C

L-3D. 4F. 7A IAP Residential



## TAKE-OFF OBSTACLE NOTES

SW-2, 23 SEP 2010 to 21 OCT 2010

Rwy 1: Tree 739' from DER, 525' left of centerline, 40' AGL/141' MSL.

Rwy 14: Multiple trees beginning 321' from DER, 421' left of centerline, up to 73' AGL/172' MSL. Tree 2113' from DER, 721' right of centerline, 77' AGL/176' MSL.

Rwy 19: Posts 39' from DER, 259' right of centerline, 7' AGL/126' MSL.

Multiple trees beginning 1482' from DER, 461' right of centerline, up to 100' AGL/253' MSL.

Multiple trees beginning 1666' from DER, 58' left of centerline, up to 55' AGL/257' MSL.

Rwy 32: Windsock 39' from DER, 341' left of centerline, 25' AGL/133' MSL. Multiple trees beginning 2419' from DER, 167' left of centerline, up to 50' AGL/216' MSL.

Multiple trees beginning 810' from DER, 87' right of centerline, up to 50' AGL/205' MSL.

(Continued on next page) NOTE: Chart not to scale.

L-2-3. H-3

V

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1 and 32: Turn left heading 164°. Thence....

TAKE-OFF RUNWAY 14: Turn right heading 250°. Thence....

TAKE-OFF RUNWAY 19: Climb on heading 190°. Thence.... ....Intercept and climb via STS R-202 to FREES INT, cross FREES INT at or above

MEA for route of flight, or continue climb in FREES INT holding pattern to MEA for route of flight then via (transition) or (assigned route).

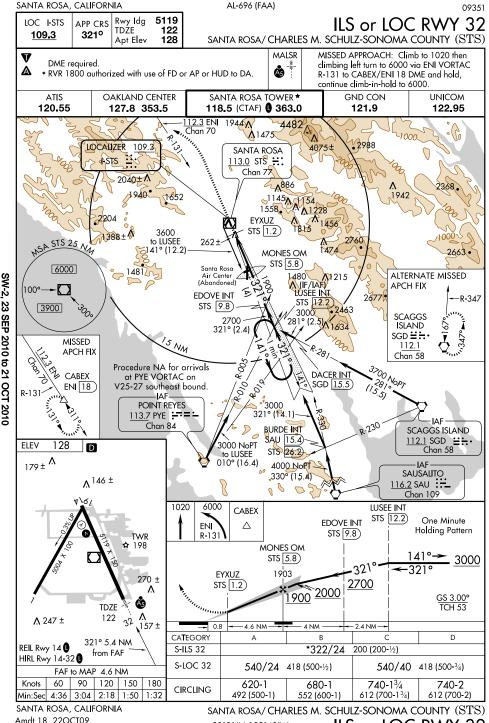
MENDOCINO TRANSITION (FREES6.ENI): From over FREES INT via PYE R-335

and ENI R-131 to ENI VORTAC. POINT REYES TRANSITION (FREES6.PYE): From over FREES INT via PYE R-335

to PYE VORTAC. SANTA ROSA TRANSITION (FREES6.STS): From over FREES INT via STS R-202 to STS VOR/DME.

SCAGGS ISLAND TRANSITION (FREES6.SGD): From over FREES INT via SGD

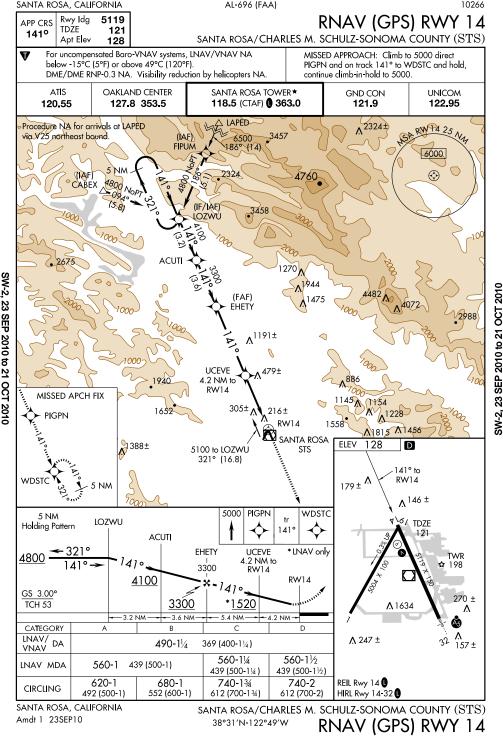
R-279 to SGD VORTAC.

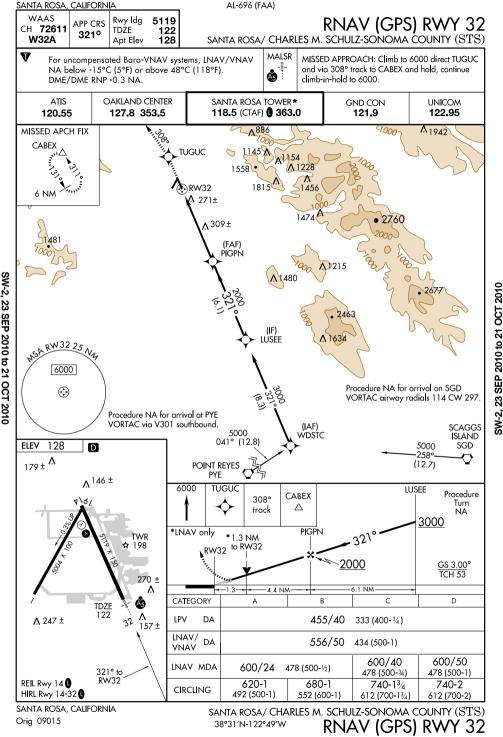


Amdt 18 22OCT09

SW-2,

38°31′N-122°49′W





118.5 (CTAF) 363.0 OAKLAND CENTER 127.8 353.5

# SANTA ROSA SIX DEPARTURE

GND CON 121.9

SANTA ROSA TOWER \*

SL-696 (FAA)

TIKOY N38°36.02' /122°51.63 270° **SNUPY** N38°30.10' 122°40.29′ SANTA ROSA

113.0 STS **∷** Chan 77

# **TAKE-OFF MINIMUMS**

SW-2, 23 SEP 2010 to 21 OCT 2010

Rwy 1: Standard with minimum climb of 262' per NM to 3900. Rwy 14: Standard with minimum climb of 257' per NM to 2400. Rwy 19: Standard with minimum climb of 288' per NM to 2800.

Rwy 32: Standard with minimum climb of 250' per NM to 2700.

## SCAGGS ISLAND 112.1 SGD ∺ 🕂 • . Chan 58 N38°10.76′-W122°22.39′ L-2-3

#### TAKE-OFF OBSTACLE NOTES

Rwy 1: Tree 739' from DER, 525' left of centerline, 40' AGL/141' MSL.

Rwy 14: Multiple trees beginning 321' from DER, 421' left of centerline, up to 73' AGL/172' MSL. Tree 2113' from DER, 721' right of centerline, 77' AGL/176' MSL.

Rwy 19: Posts 39' from DER, 259' right of centerline, 7' AGL/126' MSL.

Multiple trees beginning 1482' from DER, 461' right of centerline, up to 100' AGL/253' MSL. Multiple trees beginning 1666' from DER, 58' left of centerline, up to 55' AGL/257' MSL.

Rwy 32: Windsock 39' from DER, 341' left of centerline, 25' AGL/133' MSL. Multiple trees beginning 2419' from DER, 167' left of centerline, up to 50' AGL/216' MSL. Multiple trees beginning 810' from DER, 87' right of centerline, up to 50' AGL/205' MSL.

NOTE: DME required.

NOTE: Chart not to scale. (Continued on next page)

## SANTA ROSA SIX DEPARTURE

(STS6.SNUPY) 04330 SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (STS) SANTA ROSA SIX DEPARTURE SL-696 (FAA) SANTA ROSA, CALIFORNIA

# V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Turn left heading 270°. Thence.... TAKE-OFF RUNWAYS 14 and 19: Turn right heading 360°. Thence....

TAKE-OFF RUNWAY 32: Climb via heading 320°. Thence....

....Intercept and climb via STS R-321 to TIKOY INT/STS 6 DME, turn right via heading 070° to intercept and proceed via SGD R-307 to SNUPY INT/SGD 24 DME, then via (transition) or (assigned route).

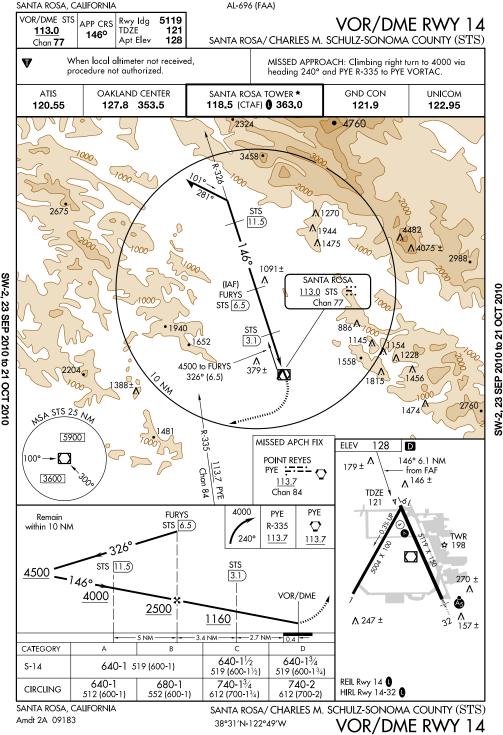
SCAGGS ISLAND TRANSITION (STS6.SGD): From over SNUPY INT/SGD 24 DME via SGD R-307 to SGD VORTAC.

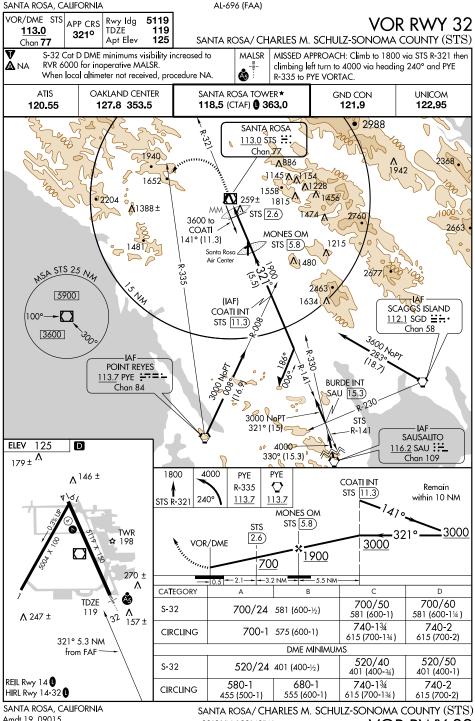
SW-2, 23 SEP 2010 to 21 OCT 2010

SW-2, 23 SEP 2010 to 21 OCT 2010

SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (STS)

SANTA ROSA, CALIFORNIA





Amdt 19 09015

23 SEP 2010 to 21 OCT 2010

38°31′N-122°49′W VOR RWY 32

SANTA ROSA N38°30 49' W122°48.63' NOTAM FILE STS (I) VORW/DMF 113 0 STS Chan 77 at Charles M. Schulz-Sonoma Co 117/16F VOR /DMF unusable:

080°-120°beyond 25 NM below 5500'

360°-030°beyond 25 NM below 10000' 030°-080°beyond 25 NM below 7500'

340°-360°beyond 32 NM below 10000'

SAN FRANCISCO

CAN FRANCISCO

H-3B, L-2G, 3A

LOS ANGELES

IAP AN

I-2G 3A

SANTA ROSA CHARLES M. SCHULZ-SONOMA CO (STS) 6 NW UTC-8(-7DT)

N38°30 54' W122°48 77' FUEL 100LL, JET A 0X 2, 4 TPA—See Remarks Class I. ARFF Index B

NOTAM FILE STS RWY 14-32: H5119X150 (ASPH-GRVD) S-60 D-95 2S-121 2D-150

RWY 14: REIL, VASI(V4R)—GA 3.0° TCH 50', Trees, Rgt tfc.

RWY 32: MALSR Trees

RWY 01-19: H5004X100 (ASPH-GRVD) S-60 D-95 2S-121 2D-150 0.3% un S

RWY N1. Trees

RWY 19: PAPI(P41 )—GA 3 5° TCH 30' Trees RUNWAY DECLARED DISTANCE INFORMATION RWY 01: TORA-5002 TODA-5002 ASDA-4700 LDA-4700

RWY 19: TORA-5002 TODA-5002 ASDA-5002 LDA-5002 AIRPORT REMARKS: Attended 1400-0600Z‡. 100LL avbl 24 hrs with credit card. Jet A avbl during attendance hrs. Be alert for

numerous flocks of birds on and invof arpt including seasonally migratory geese. Rwy 14 rgt tfc when twr clsd. TPA for small acft 1128(1000) and TPA for large acft 1628(1500). Twy B between Rwv 01-19 and Rwv 14-32 limited to S-12, D-25, Arpt has noise

abatement procedures ctc arpt manager 707-565-7243. Twy Z between Rwv 14-32 and Twv Y limited to S-20, D-40, Ldg fee. When twr clsd ACTIVATE HIRL Rwy 14-32, twy lgts, MALSR Rwy 32, VASI Rwy 14-CTAF, When twr clsd ACTIVATE REIL Rwy 14

only when rwy lgts on highest intensity—CTAF. When twr clsd PAPI

Rwy 19 not avhl WEATHER DATA SOURCES: ASOS (707) 573-8393.

COMMUNICATIONS: CTAF 118 5 ATIS 120.55 (707) 545-ATIS. UNICOM 122.95

(R) NAKI AND CENTER APP/DEP CON 127.8 SANTA ROSA TOWER 118.5 (1500-0400Z±)

AIRSPACE: CLASS D svc 1500-0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE STS

SANTA ROSA (L) VORW/DME 113.0 STS Chan 77 N38°30.49' W122°48.63' at fld. 117/16E. ILS 109.3 I-STS Rwy 32. Class IE. (BC unusable).

SANTA YNEZ (IZA) 1 SE UTC-8(-7DT) N34°36.41' W120°04.53' S4 674

FUEL 100LL, JET A TPA-1674(1000) NOTAM FILE IZA

RWY 08-26: H2812X75 (ASPH) S-12.5 MIRI 0.7% down W RWY 26: VASI(V2L)-GA 3.4° TCH 20'.

RWY 08: Hill. Rgt tfc. AIRPORT REMARKS: Attended 1500-0300Z‡, Fuel avbl 24 hours using automated system, Parachute Jumping, Ultralight ops south of

Rwy 08-26. Glider ops on dirt apch zone Rwy 26. Rwy 26 tkf recommend heading 210° at arpt perimeter if safety permit for noise abatement, MIRL Rwy 08-26 preset low ints; increase ints and ACTIVATE VASI Rwy 26-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.075 (805) 686-8903. COMMUNICATIONS: CTAF/UNICOM 122.8

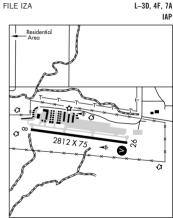
(R) SANTA BARBARA APP/DEP CON 124.15 (1400-0700Z±)

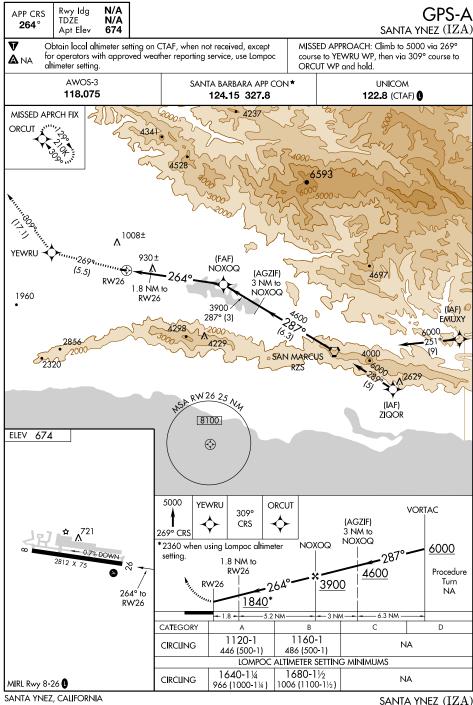
R L.A. CENTER APP/DEP CON 119.05 (0700-1400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR. SAN MARCUS (H) VORTAC 114.9 RZS

Chan 96 W119°46.26' 277° 16.2 NM to fld. 3623/14E.

HIRI ~ C





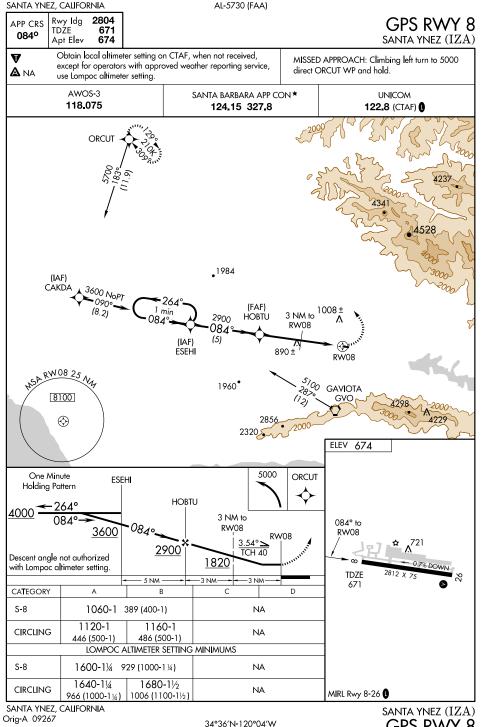
AL-5730 (FAA)

Orig-C 09239

SANTA YNEZ, CALIFORNIA

SW-3, 23 SEP 2010 to 21 OCT 2010

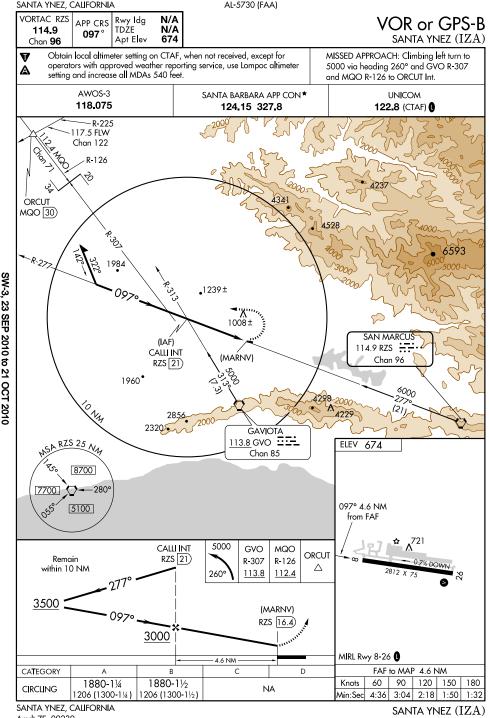
SANTA YNEZ (1ZA) GPS-A



SW-3,

23 SEP 2010 to 21 OCT 2010

**GPS RWY 8** 



Amdt 7E 09239

VOR or GPS-B

Chan 109

VORTAC unusable 300-313° beyond 10 NM below 12.000'

Chan 58

FUEL 100LL TPA-810(800) RWY 07-25: H2700X45 (ASPH) S-12.5 RWY 07: Tree. Rgt tfc. RWY 25: Trees.

**SAUSALITO** N37°51.32′ W122°31.37′

SCAGGS ISLAND N38°10.76′ W122°22.39′

(L) VORTACW 116.2 SAU

(L) VORTACW 112.1 SGD

SCHELLVILLE-SONOMA SONOMA VALLEY (ØQ3) 4 S UTC-8(-7DT) N38°13.44' W122°26.98' NOTAM FILE OAK

NOTAM FILE OAK

NOTAM FILE APC.

048° 4.8 NM to Napa Co. 10/17E.

RWY 17-35: H1500X50 (ASPH) S-12.5 RWY 35: Trees. Rgt tfc. AIRPORT REMARKS: Attended 1500-0200Z‡. Be alert to glider activities invof arpt. Rwy 07-25 no touch and go ldg, rgt 20° turn after tkf. Rwy 25 turn crosswind after 600'. Rwy 17-35 restricted PPR.

S-22

S-25, D-30 0.3% up N

**COMMUNICATIONS: CTAF 122.9** 

SCOTT VALLEY (See FORT JONES)

(L) VORTACW 115.7 SLI

SEAL BEACH N33°47.00′ W118°03.29′ Chan 104 HIWAS

VOR portion unusable 125°-180° byd 30 NM blo 4,000'. TACAN azimuth and DME unusable 125°-195° byd 20 NM blo 5,000'.

SELMA 2 NW UTC-8(-7DT) N36°34.85′ W119°39.43′ (ØQ4) TPA-1105(800) S4 FUEL 100LL

RWY 10-28: H2490X50 (ASPH) S-12 LIRL (NSTD) RWY 10: Thid dsplcd 176', P-line. AIRPORT REMARKS: Attended 1600-0100Z‡. Arpt clsd to helicopters exc PPR 559-896-1001. First 176' Rwy 10 not Igtd. Rwy 10-28 NSTD LIRL, first 176' of Rwy 10 not Igtd. PPR for rotating beacon after 0900Z‡ call 559-896-1001 during attendant hours.

COMMUNICATIONS: CTAF/UNICOM 122.8 (See VISALIA)

SEQUOIA FLD SHAFTER N35°29.07' W119°05.84' NOTAM FILE BFL. (H) VORTACW 115.4 EHF Chan 101

SHAFTER-MINTER FLD (MIT) 4 E UTC-8(-7DT) N35°30.36′ W119°11.50′

RWY 12-30: H4501X100 (ASPH)

RWY 30: PAPI(P2L). RWY 17-35: H2970X100 (CONC)

RWY 17: Road.

RWY 35: Highway. AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z‡. Self-service fuel avbl 24 hours with major credit card. Heavy crop duster activity invof arpt. Ultralight activity on and in vicinity of arpt. HIRL Rwy 12-30 ops dusk-0800Z‡, after 0800Z‡ ACTIVATE-CTAF. WEATHER DATA SOURCES: HIWAS 115.4 EHF.

COMMUNICATIONS: CTAF 122.9 (R) BAKERSFIELD APP/DEP CON 126.45 (1400-0700Z±) (R) L.A. CENTER APP/DEP CON 127.1 (0700-1400Z‡) RADIO AIDS TO NAVIGATION: NOTAM FILE BFL.

SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07' W119°05.84' 272° 4.8 NM to fld. 548/14E.

137° 15.8 NM to San Francisco Intl. 1040/17E.

SAN FRANCISCO

SAN FRANCISCO

SAN FRANCISCO

LOS ANGELES

H-41, L-3E, 4H, A

SAN FRANCISCO

LOS ANGELES

LOS ANGELES

L-3D. 7B

H-4H, L-3D, 7B

COPTER

L-2F, 3A, A

H-3A, L-2F, 3A, A

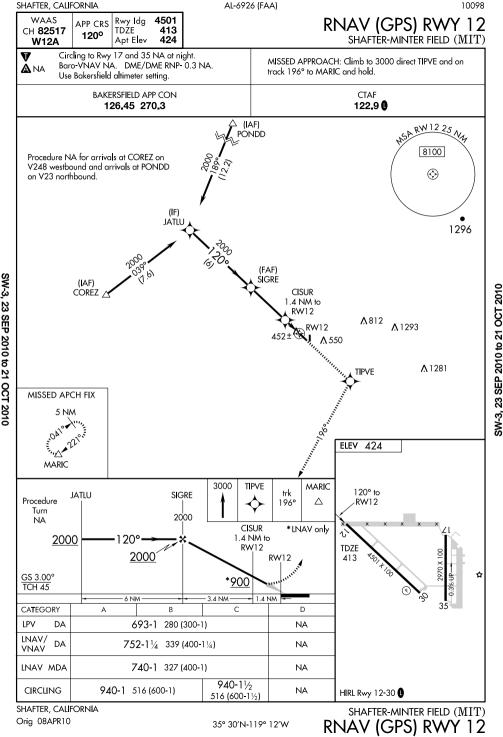
NOTAM FILE HHR. at Los Alamitos AAF (Joint Forces Training Base JFTB), 23/15E.

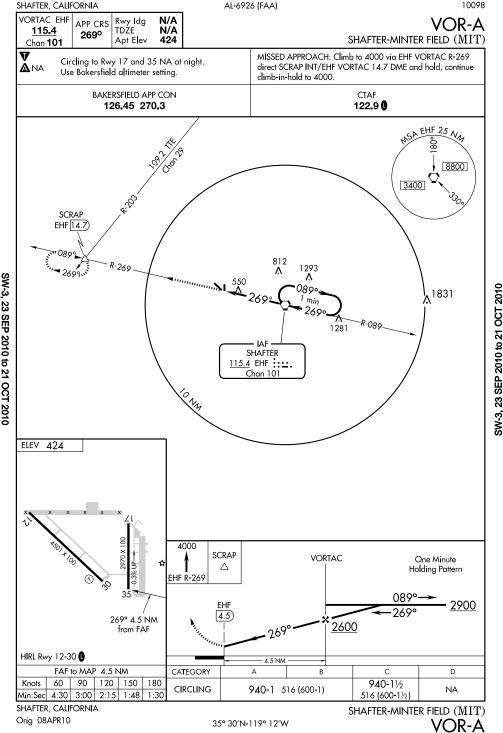
NOTAM FILE RIU

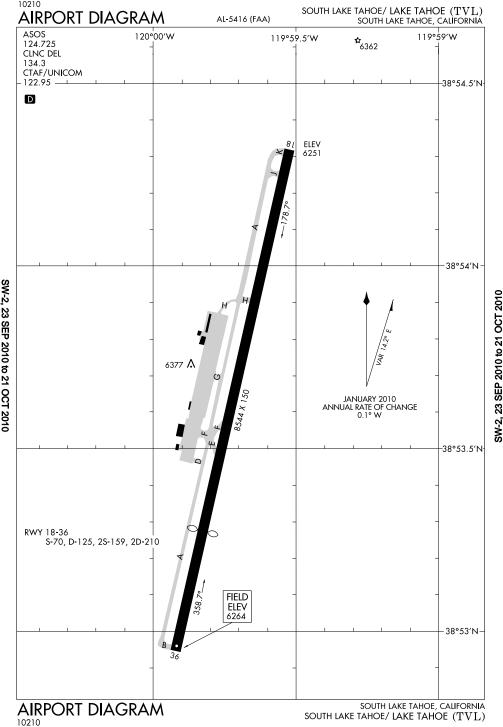
RWY 28: Thid dsplcd 125', Berm.

133° 3.6 NM to Meadows Fld. 548/14E.

FUEL 100LL, JET A TPA-1424(1000) NOTAM FILE RIU







SONOMA VALLEY (See SCHELLVILLE-SONOMA) SOUTHARD FIELD

SOUTH ON AIRPORT OF SANTA CLARA CO

(See SAN MARTIN) SOUTHERN CALIFORNIA LOGISTICS (See VICTORVILLE)

(See BIEBER)

#### **SOUTH LAKE TAHOE**

LAKE TAHOE (TVL) 3 SW UTC-8(-7DT) N38°53.63' W119°59.72' 52 FUEL 100LL, JET A OX 3 TPA—SEE Remarks Class IV, ARFF Index A 6264 R

NOTAM FILE TVL

RWY 18-36: H8544X150 (ASPH-GRVD) S-70, D-125, 2S-159, 2D-210 RWY 18: MALSE, PAPI(P4L)—GA 3.0° TCH 47', Brush.

RWY 36: REIL. Thid dsplcd 2037'. Trees. Rgt tfc.

RIINWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA-8541 TODA-8541 ASDA-7817 LDA-7017 RWY 36: TORA-8541 TODA-9541 ASDA-7741 LDA-5708 AIRPORT REMARKS: Attended Sep-May 1500-0000Z±, Jun-Aug

1500-0400Z±. Birds and waterfowl invof arpt. After winter storms Rwv 18-36 opens before all taxiways are clear. Arpt surrounded on E, S and W by rapidly rising terrain. Tfc advisories and sequencing in the tfc pattern are based on position reports received from pilots in these areas. Adverse weather effects

magnified by mountains. Avoid desolation wilderness W of arpt. Preferred arrival Rwy 18. Preferred departure Rwy 36. For large and high performance acft dep Rwv 18, right downwind dep is recommended. ARFF not avbl without PPR, call 530-541-0480. CLOSED to air carrier ops with more than 9 passenger seats

(Transport-85 DBA), maximum 77.1 DBA night limit, Noise abatement, depart Rwv 36, rwv heading 1 mile, left 320° at white arrow to shoreline. For noise abatement information call 530-541-0480. Recreational airborne activity along southern lakeshore. TPA 7500(1236) small acft, 8000(1736) transport/high performance aircraft. Twy H west of Twy A restricted to acft less than 12.500

pounds, ACTIVATE MIRL Rwv 18-36, MALSF and PAPI Rwv 18-CTAF.

except 48 hrs PPR call arpt manager 530-541-0480. Access noise restrictions: max 80 DBA departure, 84 DBA arrival

WEATHER DATA SOURCES: ASOS 124.725 (530) 541-5739. LAWRS. COMMUNICATIONS: CTAF 122.95 IINICOM 122 95

SQUAW VALLEY RCO 122.25 (RENO RADIO) OAKLAND CENTER APP/DEP CON 127.95 CLNC DEL 134.3

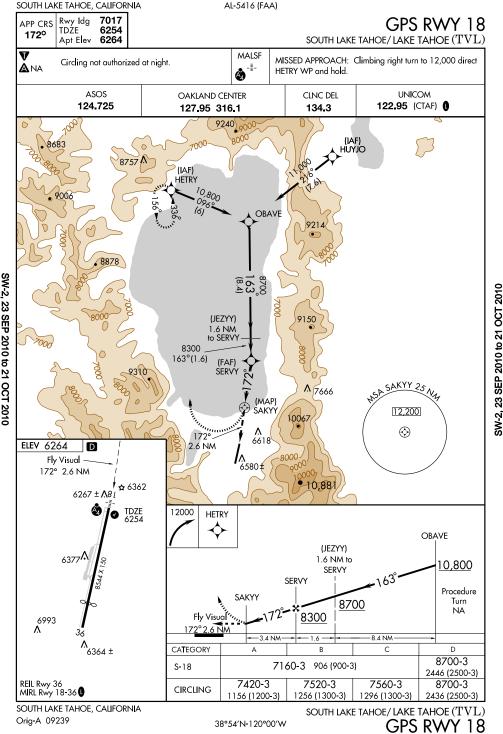
RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.

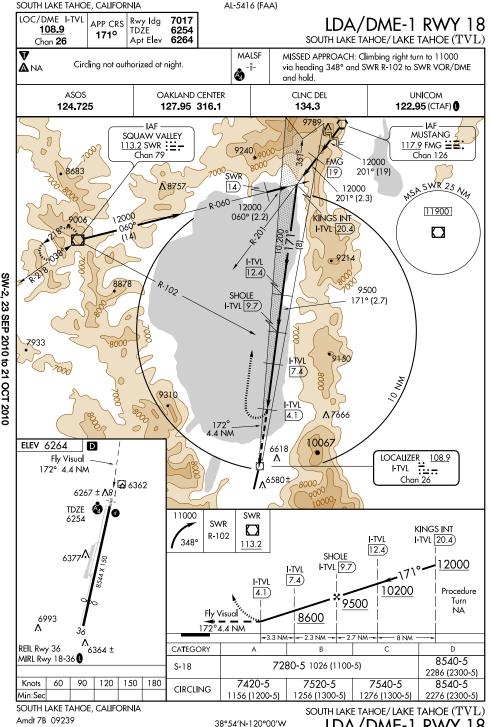
SQUAW VALLEY (L) VORW/DME 113.2 SWR

Chan 79 N39°10 82' W120°16 18' 127° 21 4 NM to fld 8850/16E. HIWAS. LDA/DME 108.9 I\_TVI Chan 26 Rwy 18. LOC front unusable byd 15° left of course byd 15° right of course, LOC front unusable from thid within 4.1 DME. SPAULDING (See SUSANVILLE)

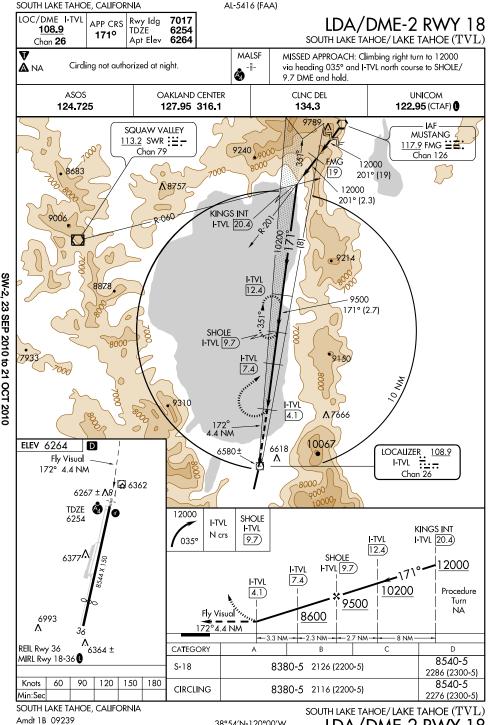
H-3B. L-9A IAP AD MIRI €3 3 Œ €3 €3

SAN FRANCISCO





DME-1



LDA/DME-2 RWY 18

SW-2, 23 SEP 2010 to 21 OCT 2010

V

#### OAKLAND CENTER MINIMUM CROSSING ALTITUDE: at RICHY INT 127.95 316.1 Northwest-bound direct SWR VOR/DME 8300' CLNC DEL 134.3 NOTE: This SID requires a minimum climb rate of CTAF 122.95 MUSTANG 400 feet per NM to 10000'. 117.9 FMG **ΞΞ** SQUAW VALLEY Chan 126 N39°10.83′-W120°16.18′ 11000 **RICHY** N38°59.87' W120°01.15' 12000 SE and SW bound 8300 HANGTOWN 115.5 HNW ::: Chan 102 MARRI N38°45.79' N38 45... W119<u>°42.</u>01′ (4)

DEPARTURE ROUTE DESCRIPTION

13000 L-9

TAKE-OFF RUNWAY 36: Turn left heading 330°. Intercept SWR R-117 at or above 8300′, continue climb northwest bound on SWR R-117 to SWR VOR/DME. Cross SWR VOR/DME at or above 11000′. Aircraft cleared via a transition, reverse course to the left after crossing the SWR VOR/DME, and proceed to RICHY INT via SWR R-117. Cross RICHY INT at 12000′ southeast and southwest bound, thence (via transition).

GENNE TRANSITION (RICHY5.GENNE): From over RICHY INT via SWR R-117 to GENNE INT. Cross MARRI INT at 13000'. Expect further clearance to filed altitude after MARRI INT.

MARRI TRANSITION (RICHY5.MARRI): From over RICHY INT via SWR R-117 to MARRI INT Cross MARRI INT at 13000'. Expect further clearance to filed altitude after MARRI INT.

SPOOK TRANSITION (RICHY5.SPOOK): From over RICHY INT via FMG R-192 to SPOOK INT. Expect further clearance to filed altitude after SPOOK INT.

TILTS TRANSITION (RICHY5.TILTS): From over RICHY INT via SWR R-117 to TILTS INT. Cross MARRI INT at 13000'. Expect further clearance to filed altitude after MARRI INT.

# RICHY FIVE DEPARTURE

15000

TILTS

N38°38.08'

W119°31.61′

L-9, H-3

**GENNE** 

N38°42.91'

W119°38.11′

L-9,H-3

NOTE: Chart not to scale.

R-086

**SPOOK** 

N38°37.95′ W120°15.86′

L-3-9, H-3

LINDEN

114.8 UN <u>:</u>... Chan 95 (SHOLE1.SHOLE) 07298 SOUTH LAKE TAHOE/LAKE TAHOE (TVL) SHOLE ONE DEPARTURE SL-5416 (FAA) SOUTH LAKE TAHOE, CALIFORNIA OAKLAND CENTER 127.95 316.1 CLNC DEL 134.3 CTAF 122.95 MUSTANG 117.9 FMG **∷Ξ** Chan 126 N39°31.88′-W119°39.36′ L-9, H-3 SQUAW VALLEY 113.2 SWR **: : : : .** Chan 79 SHOLE N39°04.23' W119°57.76′ R-164 108.9 LOCALIZER I-TVL .... **HANGTOWN** Chan 26 115.5 HNW **∷** N38°54.62′-W119°59.31′ Chan 102 R-086

V

LINDEN

Chan 95

114.8 LIN <u>:</u>-.

SW-2, 23 SEP 2010 to 21 OCT 2010

#### DEPARTURE ROUTE DESCRIPTION

SPOOK N38°37.95′

W120°15.86'

L-3-9, H-3

TAKE-OFF RUNWAY 18: Not authorized.

<u>TAKE-OFF RUNWAY 36:</u> Climb northbound via I-TVL localizer north course to SHOLE I-TVL 9.7 DME Fix. Continue climb in SHOLE 9.7 DME holding pattern, north 4 NM leg, right turns, 171° inbound I-TVL localizer until reaching 13000′, thence via (transition) or (assigned route).

MUSTANG TRANSITION (SHOLE1.FMG): From over SHOLE DME via FMG R-192 to FMG VORTAC.

SPOOK TRANSITION (SHOLE1.SPOOK): From over SHOLE DME via FMG R-192 to SPOOK INT.

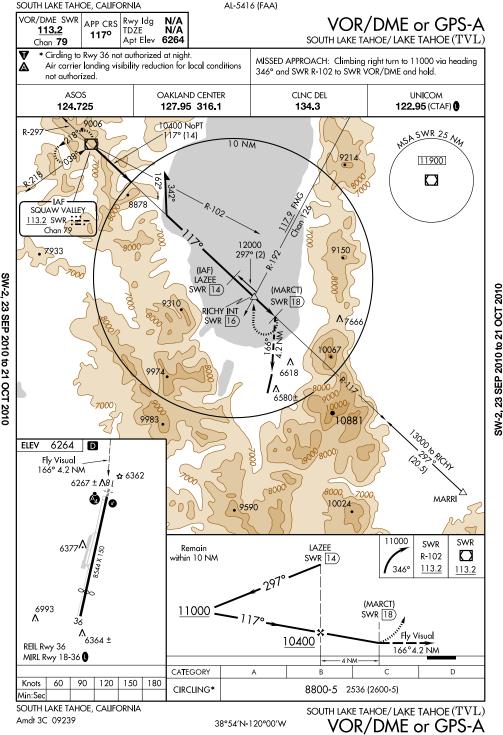
# SHOLE ONE DEPARTURE (SHOLE1.SHOLE) 07298

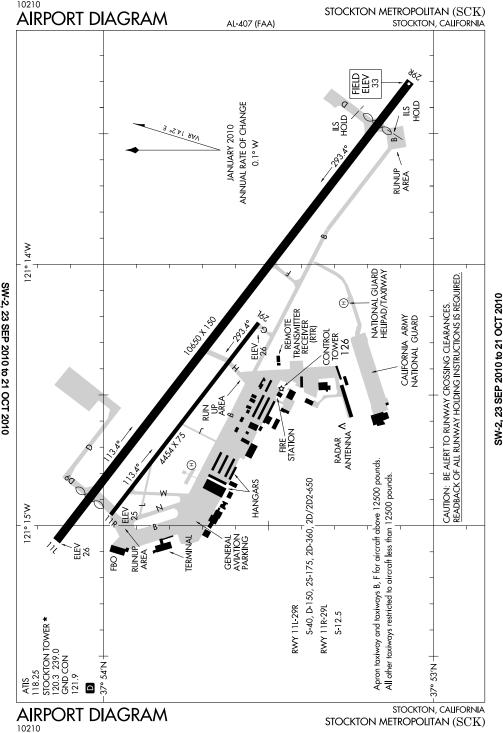
NOTE: This SID requires a minimum climb rate of

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

300 feet per NM to 9000'.





SAN FRANCISCO

SAN FRANCISCO

SAN FRANCISCO

H-3B, L-2F, 3B

HIRL

IAP. AD

H-3B. L-9A

**2AWIH** 

## **CALIFORNIA**

UTC-8(-7DT) N38°00.25' W121°27.40'

SOLIAW VALLEY N39°10.82′ W120°16.18′ NOTAM FILE TVL. (L) VORW/DME 113.2 SWR Chan 79 127° 21.4 NM to Lake Tahoe. 8850/16E.

STOCKTON LOST ISLE SPB (S74) 8 NW

RCO 122.25 (RENO RADIO)

COMMUNICATIONS: CTAF 122.9

TPA-800(800) NOTAM FILE RIU WATERWAY NW-SE: 4000X300 (WATER) SEAPLANE REMARKS: Attended 1600Z‡-dusk, Boat docks avbl for seaplane use.

B S4 FUEL 100, 100LL, JET A OX 1, 3 TPA—See Remarks, Class I, ARFF Index B NOTAM FILE SCK. RWY 11L-29R: H10650X150 (ASPH-GRVD) S-40, D-150, 2S-175, 2D-360, 2D/2D2-650 RWY 11L: PAPI(P4L)—GA 3.0° TCH 65', Thid dspicd 990'.

STOCKTON METROPOLITAN (SCK) 3 SE UTC-8(-7DT) N37°53.65′ W121°14.30′

RWY 29R: MALSR. PAPI(P4L)-GA 2.94° TCH 62'. Thid dspicd 1000', Rgt tfc. RWY 11R-29L: H4454X75 (ASPH) RWY 11R: Rgt tfc. RUNWAY DECLARED DISTANCE INFORMATION

RWY 11L: TORA-9600 TODA-10600 ASDA-9690 LDA-8690 RWY 29R: TORA-10037 TODA-11037 ASDA-9701 LDA-8701 AIRPORT REMARKS: Attended continuously. Fuel and svc 1300-0500Z‡, other times call 209-468-4722-svc charge. Seagulls on and in

vicinity of arpt especially during rainy weather. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except one hr PPR call airport manager 209-468-4700 or 4722: after hours call 209-468-4722. The following areas not visible

and go landings and planned low approaches for turboiet acft

from twr. Twy B from north side of terminal bldg to 25' west of Twy J. South half of Twy B intermittently from Twy J to 200' west of Twy H. Transient parking area. All terminal ramps. Twy B from approximately 200' west and east of Twy J. Arpt CLOSED to touch

1533(1500) for turbine acft. Ldg fee for acft over 12,500 pounds. ACTIVATE HIRL Rwy 11L-29R, PAPI Rwy 11L and Rwv 29R, MALSR Rwv 29R-CTAF, WEATHER DATA SOURCES: ASOS (209) 982-4270. LAWRS. COMMUNICATIONS: CTAF 120.3 ATIS 118.25 (209) 982-4667

RCO 122.65 (RANCHO MURIETA RADIO) R NORCAL APP CON 123.85 (SE-NW 7000' and blo) 125.1 (N-SE 7000' and blo) 124.8 (8000' and abv) (R) NORCAL DEP CON 125.1

STOCKTON TOWER 120.3 (1500-0500Z‡) **GND CON 121.9** 

AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SCK.

MANTECA (H) VORTAC 116.0

Rwy 29R.

ILS 109.1

course

I-SCK

Class IE. LOM JOTLY NDB.

**UNICOM** 122.95

0600-1500Z‡ except by PPR from arpt manager Part 36 Stage 3 acft. Practice circling apchs to Rwys 11L/11R not allowed for any Turbine powered/Prop driven acft exceeding 12,500 lbs except PPR from aprt manager. Avoid overflying San Joaquin General Hospital and the city of Manteca, TPA-1033(1000) for light acft, and

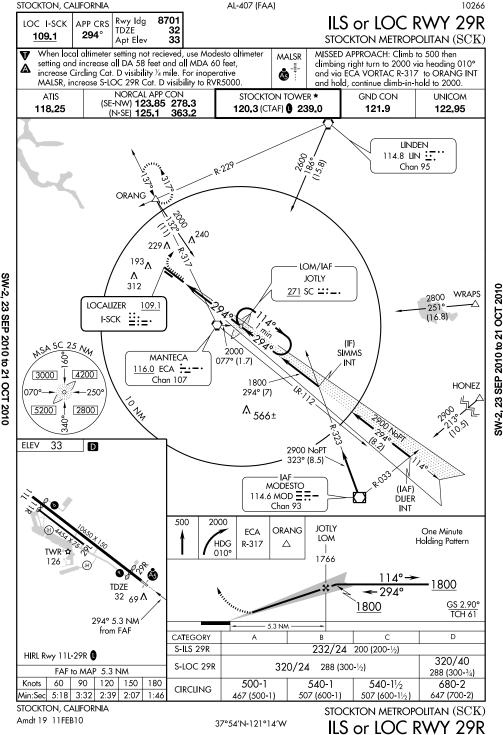
Localizer unusable byd 15° right and left of

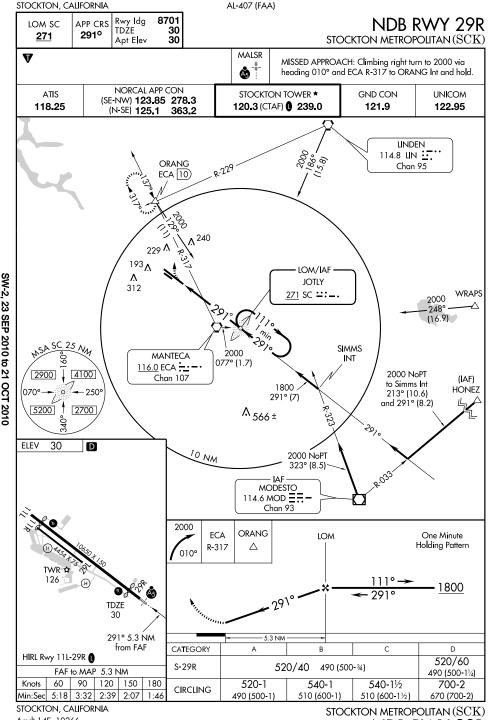
290° 6.1 NM to fld.

ECA Chan 107 N37°50.02′ W121°10.28′ 302° 4.8 NM to fld. 48/17E. JOTLY NDB (LOM) 271 SC N37°49.90' W121°08.12'

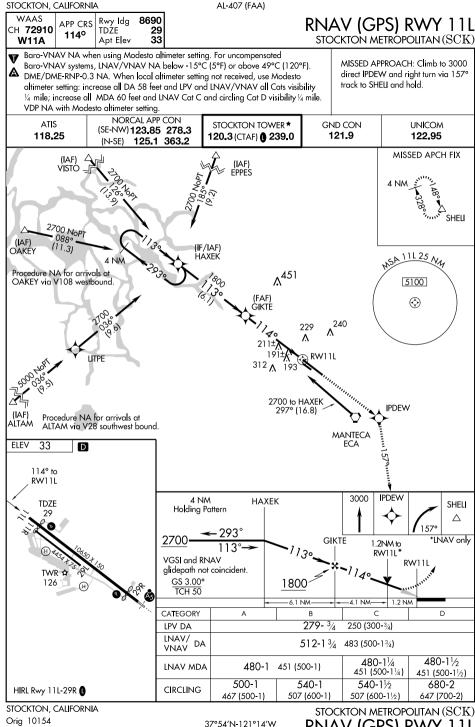
HELIPAD H1: H70X70 (CONC) S-45, D-55 HELIPORT REMARKS: Helipad H1 ODALS.

STOVEPIPE WELLS (See DEATH VALLEY NATIONAL PARK)





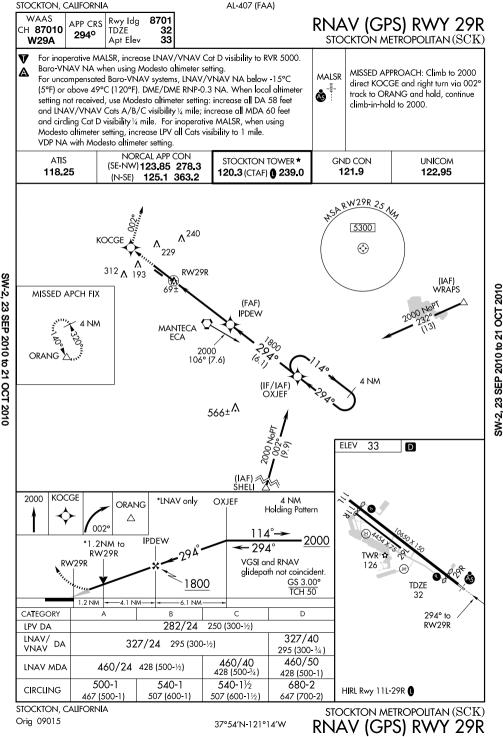
Amdt 14E 10266

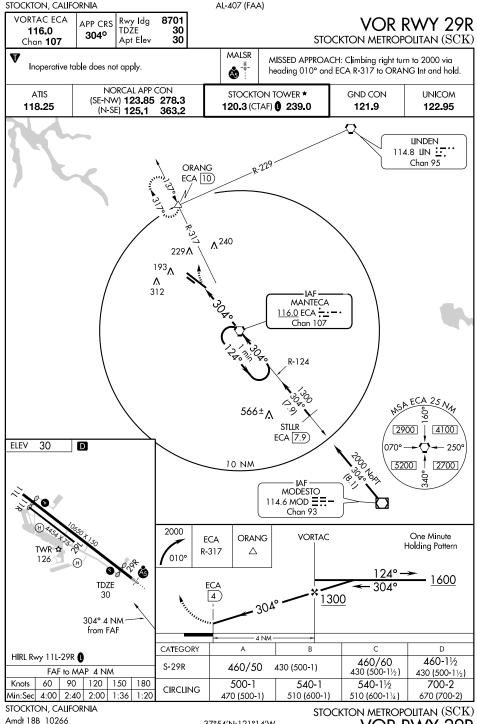


SW-2,

23 SEP 2010 to 21 OCT 2010

RNAV (GPS)





SW-2, 23 SEP 2010 to 21 OCT 2010

#### **STRATHMORE** ECKERT FIELD (101) 1 NE UTC-8(-7DT) N36°09.74' W119°03.04'

426 FUEL 100LL TPA-1426(1000) NOTAM FILE RIU RWY 13-31: H2000X50 (ASPH)

RWY 13: Thid dspicd 185'. Trees. RWY 31: Thid dspicd 265', Trees. AIRPORT REMARKS: Attended daylight hours. Night ops prohibited, Rwy 13-31 asph cracked, worn and pondswater.

Rwy 13-31 markings faded and partially obscured. Rwy 13-31 gross weight 10,000 pounds provided by arpt

manager. COMMUNICATIONS: CTAF/UNICOM 122 8

#### SUSANVILLE

SPAULDING (102) 16 NW UTC-8(7DT) N40°39.02′ W120°46.11′

5116 B TPA-5916(800) NOTAM FILE RNO RWY 16-34: H4600X50 (ASPH) S-12.5 MIRL RWY 34: Rgt tfc.

AIRPORT REMARKS: Unattended, Rwy 16-34 payement surface is deteriorated, Rwy 16-34 has numerous cracks and loose rocks. ACTIVATE MIRL Rwv 16-34-122.8.

COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE RDD

REDDING (T) VOR/DME 108.4 RDD Chan 21 N40°30.27′ W122°17.50′ 064° 70.2 NM to fid. 490/18E.

SUSANVILLE MUNI (SVE) 5 SE UTC-8(-7DT) N40°22.54' W120°34.38'

FUEL 80, 100LL, JET A TPA-4949(800) NOTAM FILE SVE RWY 11-29: H4049X75 (ASPH-GRVD) S-15 MIRL 0.6% up NW

RWY 11: Trees. RWY 29: VASI(V2L)-GA 3.0° TCH 25'. Rgt tfc. RWY 07-25: 2179X60 (DIRT) 0.8% up W

RWY 07: Fence. AIRPORT REMARKS: Attended 1600-0100Z‡, Rwv 11-29 limited to 12,000 pounds by arpt manager. Twy D obstructed by a lgtd

heliport H2. Rwy 11 powerline orange balls below tree line partially obscured, ACTIVATE MIRL Rwv 11-29-CTAF.

WEATHER DATA SOURCES: AWOS-3 133.8 (530) 257-0315. COMMUNICATIONS: CTAF/UNICOM 122.8 OAKLAND CENTER APP/DEP CON 128.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO. MUSTANG (H) VORTACW 117.9 FMG Chan 126 N39°31.88' W119°39.37' 304° 66 NM to fld. 5949/16E.

HELIPAD H1: H120X120 (ASPH) HELIPAD H2: H65X65 (ASPH)

KLAMATH FALLS L-11A IAP 2179 X 60

SAN FRANCISCO

KLAMATH FALLS

I-11A

OAKLAND CENTER

CTAF 122.8

AMEDEE

109.0 AHC

Chan 27

N40°16.07 - W120°09.12'

L-9-11

R-2530

TAKE-OFF MINIMUMS
Rwy 7, 25, 29: NA- obstacles.

Rwy 11: Standard with minimum climb of 410' per NM to 6000 or 1900-21/2 for climb in visual conditions.

NOTE: Chart not to scale.



SW-2, 23 SEP 2010 to 21 OCT 2010

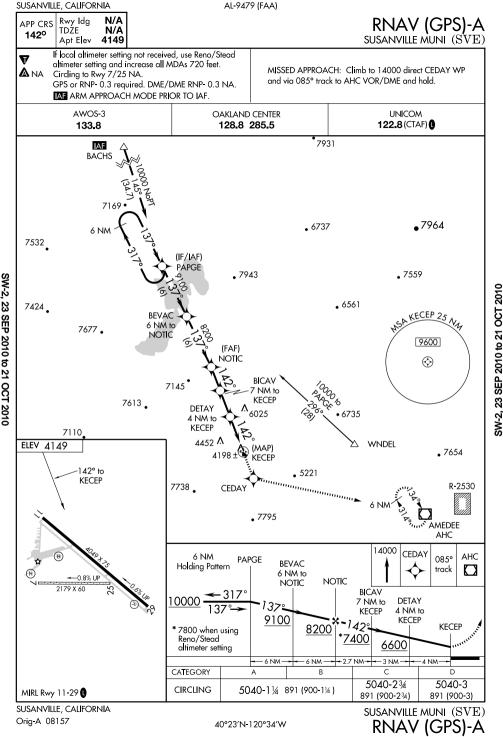
#### DEPARTURE ROUTE DESCRIPTION

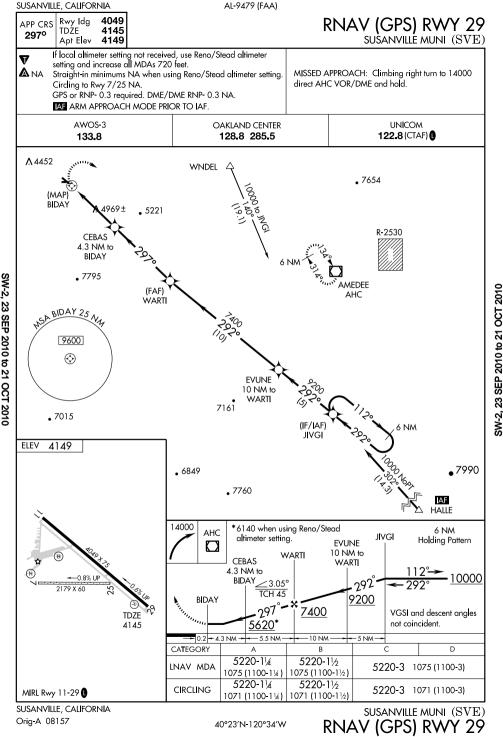
TAKE-OFF RUNWAY 11: Climb via 112° heading and AHC R-267 to AHC VOR/DME,

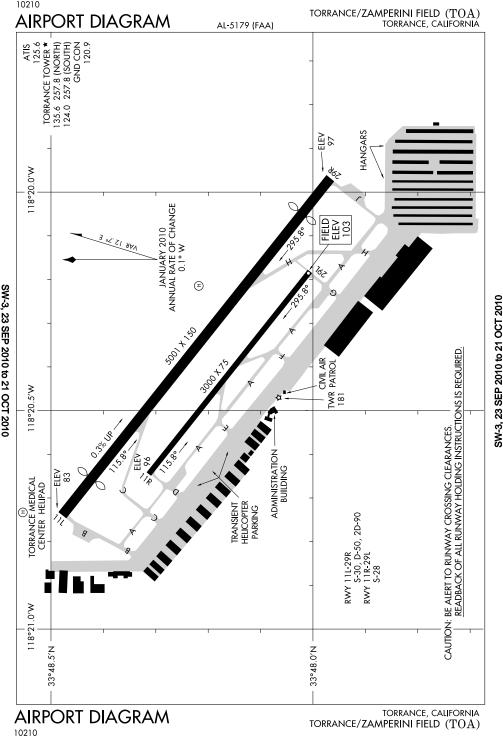
Thence....

Or climb in visual conditions to cross Susanville Muni Airport eastbound at or above 6000, then via AHC R-272 to AHC VOR/DME, Thence....

....cross AHC VOR/DME at or above 8900'. Climb in AHC holding pattern (hold NW, right turns, 134° inbound) to depart AHC VOR/DME at or above 14000 before proceeding on course.







#### 186 THERMAL N33°37.69′ W116°09.61′ NOTAM FILE TRM. (H) VORTAC 116.2 TRM Chan 109 at Jacqueline Cochran Rgnl. -87/13E.

RCO 122.3 (RIVERSIDE RADIO) TORRANCE

S4

ZAMPERINI FLD

DME portion unusable:

160°-285° byd 30 NM

(TOA)

RWY 11L-29R: H5001X150 (ASPH-CONC)

VORTAC portion unusable:

045°-060° byd 30 NM blo 12,000′ 045°-060° bvd 35 NM blo 13.500'

060°-090° bvd 35 NM blo 9.000'

160°-185° bvd 20 NM blo 12.000'

160°-185° byd 30 NM blo 14,000'

185°-260° bvd 20 NM blo 18.500'

060°-090° bvd 35 NM blo 9.000' 160°-285° byd 15 NM blo 17,500'

RWY 29R: MALSR. VASI(V4L)-GA 4.0° TCH 11'. Thid dspicd 540'. Building. Rgt tfc.

RWY 11R-29L: H3000X75 (ASPH) S = 28MIRI

RWY 11R: Rgt tfc. RWY 29L: REIL. VASI(V2L)-GA 4.0° TCH 25'. Building. AIRPORT REMARKS: Attended 1400-0600Z±, Fuel avbl 1500-0400Z±, Numerous flocks of birds on and invof arpt, CAUTION: Farm equipment operating near all rwys and taxiways. Noise sensitive

area all quadrants. For noise abatement procedures information contact Arpt Noise Abatement 310-784-7950 or 122.9. Certain turbojet acft permanently excluded. Touch and go ldg and stop and go ldg and low apch operations limited to 1600-0400Z‡ (taxi-back until 0600Z‡) weekdays and 1800-0100Z‡ Sat. No touch and go ldg and stop and go ldg and low apch operations and taxi-back operations on Sun and holidays. Arpt CLOSED to

and holidays. No multi-engine simulated engine-out procedures

RWY 11L: VASI(V2L)—GA 3.5° TCH 10'. Thid dsplcd 541'. Trees.

authorized in tfc pattern. Taxiways cross apch zone both ends Rwy 11R-29L observe taxi hold lines. When twr clsd ACTIVATE MALSR Rwy 29R—CTAF. MIRL Rwy 11L-29R ops SS-SR, MIRL Rwy 11R-29L ops 1400-0400Z‡. WEATHER DATA SOURCES: LAWRS. COMMUNICATIONS: CTAF 124.0 ATIS 125.6 (310) 534-2847 UNICOM 122.95

R SOCAL DEP CON 124.3 (Rwy 29R and Rwy 29L) 127.2 (Rwy 11L and Rwy 11R) TOWER 135.6 (North) 124.0 (South) (1500-0400Z‡)

AIRSPACE: CLASS D svc 1500-0400Z tother times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE LAX.

LOS ANGELES (H) VORTACW 113.6 Chan 83 N33°55.99′ W118°25.92′ 134° 9.0 NM to fld. 182/15E. LAX ILS/DME 111.9 I-TOA Chan 56 Rwv 29R.

COMM/NAV/WEATHER REMARKS: Twr sectorization is based on center of arpt parallel to Rwy 11-29 centerline. HELIPAD H1: H110X110 (ASPH)

ACTIVATE HI perimeter lgts 24 hrs-CTAF.

# TRACY

TPA-862(800) NOTAM FILE RIU

NEW JERUSALEM (104)

R SOCAL APP CON 124.3 (Rwy 11L and Rwy 11R) 127.2 (Rwy 29R and Rwy 29L)

S-30, D-50, 2D-90

3 SW UTC-8(-7DT) N33°48.20' W118°20.38' LOS ANGELES FUEL 80, 100LL OX 1, 2, 3, 4 TPA—1103(1000) NOTAM FILE TOA COPTER 0.3% up E H-41, L-3E, 4G, A IAP. AD Residential Area

260°-265° byd 35 NM blo 11,000′

260°-265° byd 36 NM blo 12.000'

265°-285° bvd 35 NM blo 13.500'

325°-045° bvd 20 NM blo 12.000'

325°-045° byd 35 NM blo 13,500'

325°-060° byd 20 NM blo 12,000′

325°-060° byd 30 NM blo 15,000′

LOS ANGELES

H-41. L-41

departure 0600-1500Z‡ weekdays and 0600-1600Z‡ weekends

HELIPORT REMARKS: Helipad H2 yellow perimeter lgts. Torrance Medical Center helipad located on arpt property.

SAN FRANCISCO

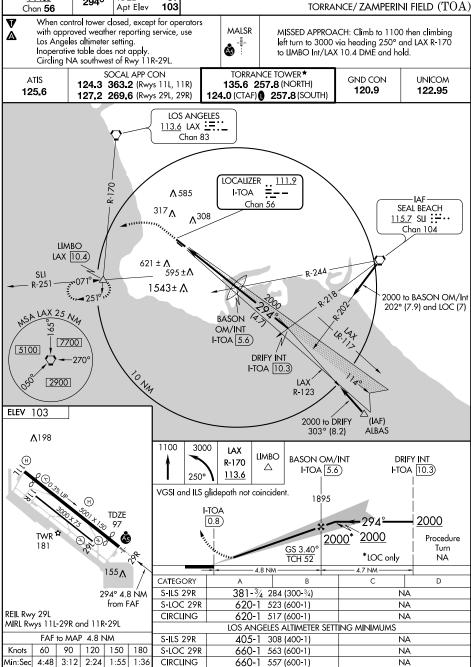
L-2F. 3B

7 SE UTC-8(-7DT) N37°40.67' W121°18.07'

RWY 12-30: H3530X60 (ASPH) S-12.5

AIRPORT REMARKS: Unattended. Model acft activity on and invof abandoned rwy. Aerobatic activity north northeast of arpt and over abandoned parallel Rwy 12-30 from surface to 4,000' MSL. Ngt opr prohibited.

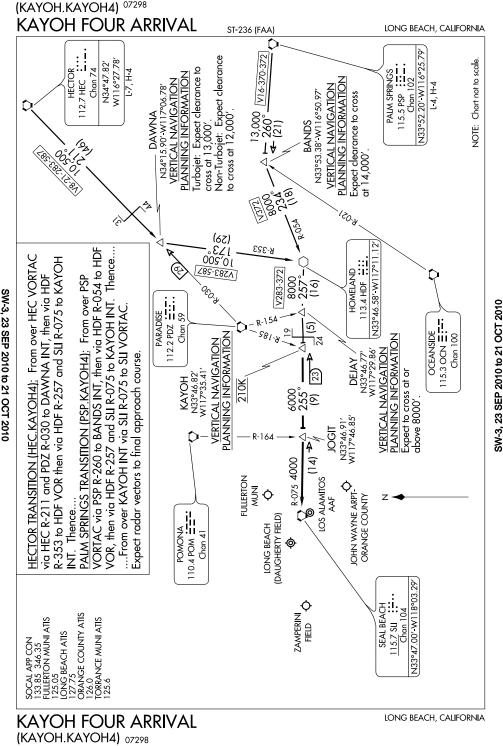
**COMMUNICATIONS: CTAF 122.9** RADIO AIDS TO NAVIGATION: NOTAM FILE SCK. MANTECA (H) VORTAC 116.0 FCA Chan 107 N37°50 02' W121°10 28' 197° 11.2 NM to fld 48/17F



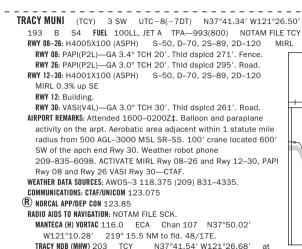
TORRANCE, CALIFORNIA Amdt 2B 10154

SW-3, 23 SEP 2010 to 21 OCT 2010

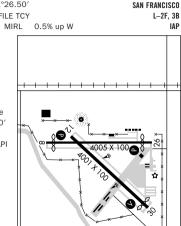
TORRANCE/ZAMPERINI FIELD (TOA) ILS or LOC RWY 29R

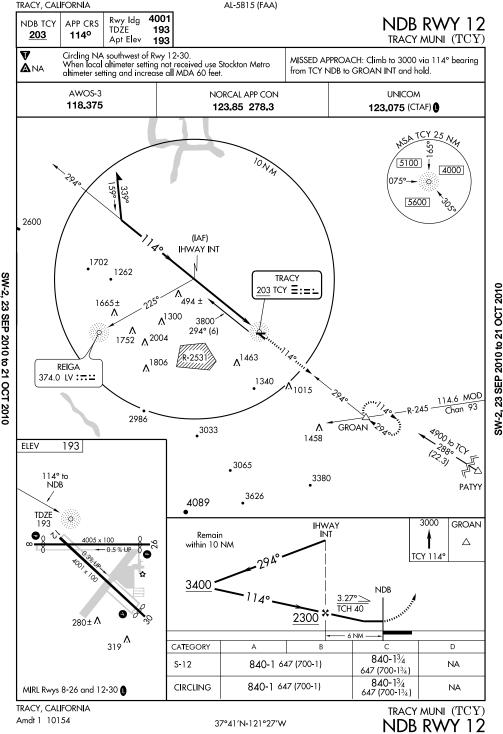


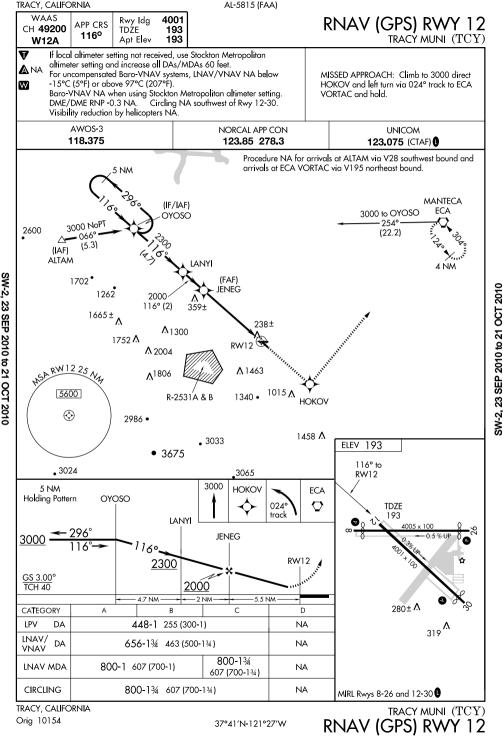
SW-3,

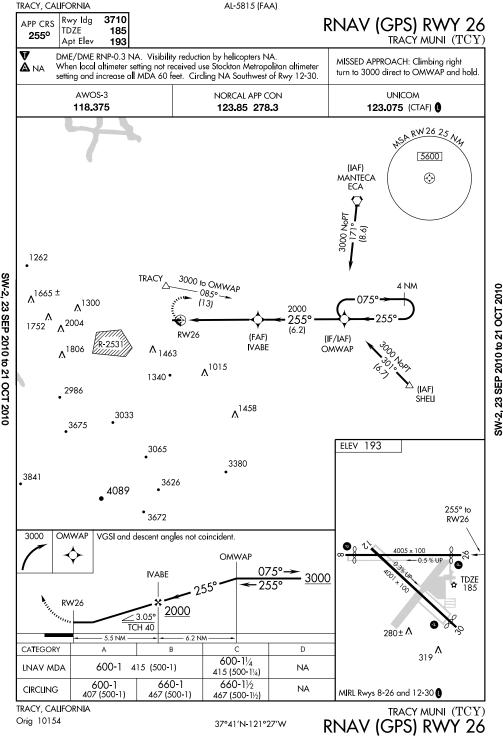


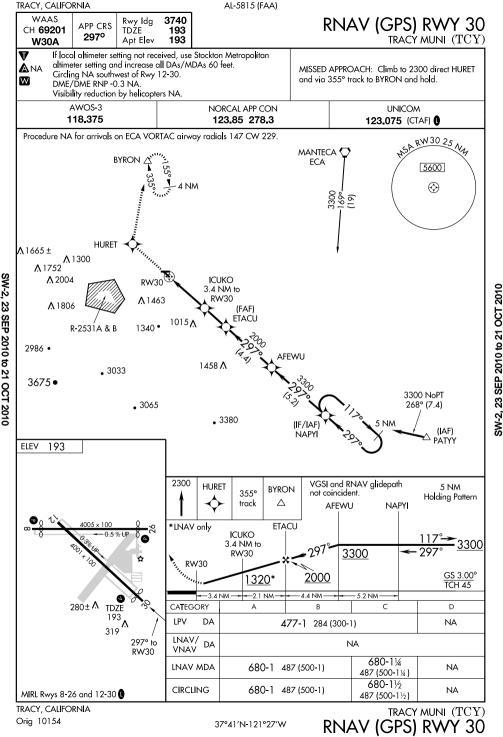
fld. NOTAM FILE RIU. Unmonitored.

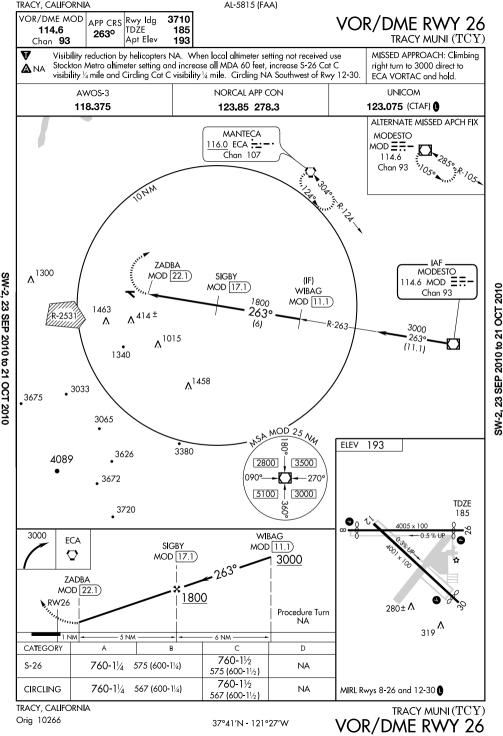












2 E UTC-8(-7DT)

Notices—Glider/Soaring Activities Around the Reno-Tahoe International Airport.

NOTAM FILE RIU

RWY 10-28: H7000X100 (ASPH-GRVD) S-60, D-100, 2S-127

RWY 19: VASI(V2L)—GA 3.5° TCH 30', Thid dspicd 115'.

AIRPORT REMARKS: Attended 1400-0700Z‡. Fuel avbl 1500-0600Z‡ (0600-SS 100LL only). Wildlife on and invof arpt. Sailplanes ops NE of arpt May-Sep. High volume of glider opr on and invof arpt. Simultaneous opr on Oct 28 and Jan 19. Down drafts may be encountered expect windshear. Summer density altitudes in afternoon often exceed 9000'. No de-ice svc avbl. Rwy 19 sailplanes left traffic. Ultralight activity on and invof arpt. Noise abatement procedures in effect. Please avoid flight over residential areas, N, W, S and voluntarily avoid arrivals between 0700-1400Z‡. Ctc arpt administration at 530-587-4119 for more information. Rwv 19 dsplcd thld not lgtd. Rwv 19 edge lgts begin 400' from end of rwy. ACTIVATE MIRL Rwy 01-19, Rwy 10-28, and VASI Rwy 19-CTAF. REIL Rwy 10 avbl on req ctc

S-12.5

FUEL 100LL, JET A. A1 + OX 1, 2 TPA-7000(1100)

N39°19.20' W120°08.37'

(TRK)

TRUCKEE-TAHOE

5900 B S4

RWY 01: Tree.

Rgt tfc.

RWY 10: REIL. Tree. RWY 01-19: H4650X75 (ASPH)

(R) NAKLAND CENTER APP/DEP CON 127.95 RADIO AIDS TO NAVIGATION: NOTAM FILE TVI SQUAW VALLEY (L) VORW/DME 113.2 SWR Chan 79 N39°10.82' W120°16.18' 020° 10.3 NM to fld.

COMMUNICATIONS: CTAF/UNICOM 122.8

8850/16E. HIWAS.

**TULARE** MEFFORD FLD (TLR) 3 SE UTC-8(-7DT) N36°09.38' W119°19.59'

UNICOM (1400-0700Z±), NOTE; See Special

WEATHER DATA SOURCES: AWOS-3 118.0 (530) 587-4599.

FUEL 100LL, A TPA-1265(1000) RWY 13-31: H3901X75 (ASPH) S-12.5 MIRI

RWY 13: VASI(V2L)-GA 3.5° TCH 30'. Road.

RWY 31: VASI(V2L)-GA 3.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended 1600Z±-dusk, ACTIVATE MIRL Rwv 13-31-CTAF.

WEATHER DATA SOURCES: AWOS-3 120.0 (559) 686-2613. Plus precipitation and thunderstorm. COMMUNICATIONS: CTAF/UNICOM 122.7

(R) FRESNO APP/DEP CON 118.5 RADIO AIDS TO NAVIGATION: NOTAM FILE VIS.

VISALIA (T) VOR/DME 109.4 VIS

Chan 31

N36°22.04' W119°28.93' 133° 14.7 NM to fld. 260/16E. COMM/NAV/WEATHER REMARKS: Communication with Fresno App

FSS 1-800-992-7433.

unavailable blo 1,000' communication through Rancho Murieta

MIRL IAP

NOTAM FILE TRK

SAN FRANCISCO

H-3B. L-9A

**TULE** N35°54.78′ W119°01.25′ NOTAM FILE PTV. (L) VOR/DME 109.2 TTE Chan 29 328° 7.3 NM to Porterville Muni. 580/16E.

SAN FRANCISCO H-41, L-3D, 7B

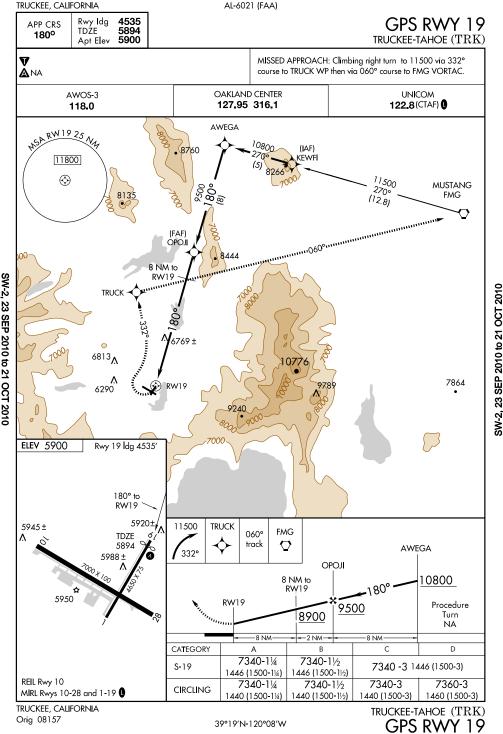
SAN FRANCISCO

Golf Course

L-3C. 9A

IAP

VOR/DME unusable: 160°-170° byd 30 NM blo 3,800′ 290°-320° byd 39NM RCO 122 1R 109 2T (RANCHO MURIETA RADIO)



OAKLAND CENTER 127.95 316.1

# TRUCK THREE DEPARTURE (OBSTACLE)

UNICOM 122.8 (CTAF) AWOS-3 118.0 **TRUCK** N39°26.26' W120°09.71′ V200-392 11.500 (24) R-241 MUSTANG 117.9 FMG **ΞΞ**: Chan 126 TAKE-OFF MINIMUMS: RWYS 10, 19: NA - OBSTACLES RWY 1: STANDARD with minimum climb of 415' per NM to 11500', or 3300-3 for climb in visual conditions. RW28: STANDARD with minimum climb of 510' per NM to 9500', or 3300-3 for climb in visual conditions. TAKE-OFF OBSTACLES: Rwy 1: Trees beginning 127' from DER, 175' left of centerline, up to 35' AGL/5921'MSL, trees beginning 360' from DER, 163' right of centerline, up to 39' AGL/5925' MSL. Rwy 28: Trees beginning 679' from DER, 285' left of centerline, up to 96' AGL/5997'MSL,

NOTE: Chart not to scale

trees beginning 208' from DER, 392' right of centerline,



SW-2, 23 SEP 2010 to 21 OCT 2010

#### DEPARTURE ROUTE DESCRIPTION

up to 70' AGL/5971' MSL.

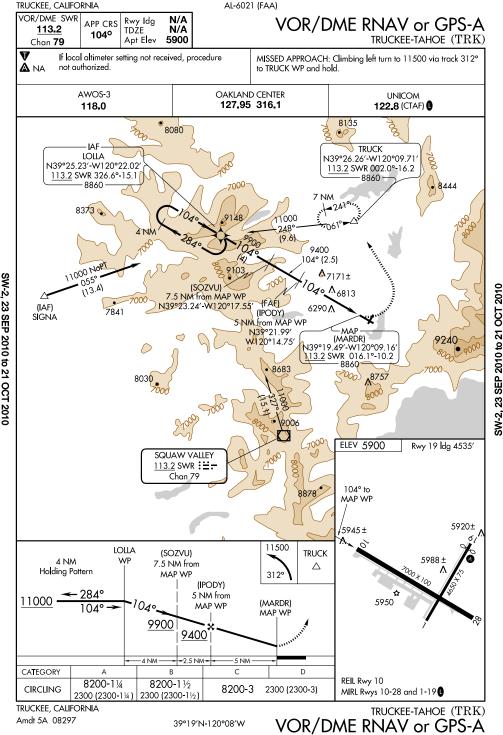
TAKE-OFF RUNWAY 1: Climbing left turn to 11,500′ via heading 275° and SWR R-002 to TRUCK INT, thence..., or, climb in visual conditions to cross Trukee-Tahoe Airport heading 290° at or above 9100′, then proceed on SWR R-002 to TRUCK INT, thence...

TAKE-OFF RUNWAY 28: Climbing right turn to 11,500′ via heading 320° and SWR R-002 to TRUCK INT, thence..., or, climb in visual conditions to cross Trukee-Tahoe Airport heading 290° at or above 9100′, then proceed on SWR R-002 to TRUCK INT, thence...

...Cross TRUCK INT at or above 11,500'. If required, continue climb-in-TRUCK INT holding pattern to cross TRUCK INT at or above 11,500'.

SQUAW VALLEY

<u>113.2</u> SWR **: ∷ -**Chan *7*9



2 E UTC-8(-7DT)

Notices—Glider/Soaring Activities Around the Reno-Tahoe International Airport.

NOTAM FILE RIU

RWY 10-28: H7000X100 (ASPH-GRVD) S-60, D-100, 2S-127

RWY 19: VASI(V2L)—GA 3.5° TCH 30', Thid dspicd 115'.

AIRPORT REMARKS: Attended 1400-0700Z‡. Fuel avbl 1500-0600Z‡ (0600-SS 100LL only). Wildlife on and invof arpt. Sailplanes ops NE of arpt May-Sep. High volume of glider opr on and invof arpt. Simultaneous opr on Oct 28 and Jan 19. Down drafts may be encountered expect windshear. Summer density altitudes in afternoon often exceed 9000'. No de-ice svc avbl. Rwy 19 sailplanes left traffic. Ultralight activity on and invof arpt. Noise abatement procedures in effect. Please avoid flight over residential areas, N, W, S and voluntarily avoid arrivals between 0700-1400Z‡. Ctc arpt administration at 530-587-4119 for more information. Rwv 19 dsplcd thld not lgtd. Rwv 19 edge lgts begin 400' from end of rwy. ACTIVATE MIRL Rwy 01-19, Rwy 10-28, and VASI Rwy 19-CTAF. REIL Rwy 10 avbl on req ctc

S-12.5

FUEL 100LL, JET A. A1 + OX 1, 2 TPA-7000(1100)

N39°19.20' W120°08.37'

(TRK)

TRUCKEE-TAHOE

5900 B S4

RWY 01: Tree.

Rgt tfc.

RWY 10: REIL. Tree. RWY 01-19: H4650X75 (ASPH)

(R) NAKLAND CENTER APP/DEP CON 127.95 RADIO AIDS TO NAVIGATION: NOTAM FILE TVI SQUAW VALLEY (L) VORW/DME 113.2 SWR Chan 79 N39°10.82' W120°16.18' 020° 10.3 NM to fld.

COMMUNICATIONS: CTAF/UNICOM 122.8

8850/16E. HIWAS.

**TULARE** MEFFORD FLD (TLR) 3 SE UTC-8(-7DT) N36°09.38' W119°19.59'

UNICOM (1400-0700Z±), NOTE; See Special

WEATHER DATA SOURCES: AWOS-3 118.0 (530) 587-4599.

FUEL 100LL, A TPA-1265(1000) RWY 13-31: H3901X75 (ASPH) S-12.5 MIRI

RWY 13: VASI(V2L)-GA 3.5° TCH 30'. Road.

RWY 31: VASI(V2L)-GA 3.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended 1600Z±-dusk, ACTIVATE MIRL Rwv 13-31-CTAF.

WEATHER DATA SOURCES: AWOS-3 120.0 (559) 686-2613. Plus precipitation and thunderstorm. COMMUNICATIONS: CTAF/UNICOM 122.7

(R) FRESNO APP/DEP CON 118.5 RADIO AIDS TO NAVIGATION: NOTAM FILE VIS.

VISALIA (T) VOR/DME 109.4 VIS

Chan 31

N36°22.04' W119°28.93' 133° 14.7 NM to fld. 260/16E. COMM/NAV/WEATHER REMARKS: Communication with Fresno App

FSS 1-800-992-7433.

unavailable blo 1,000' communication through Rancho Murieta

MIRL IAP

NOTAM FILE TRK

SAN FRANCISCO

H-3B. L-9A

**TULE** N35°54.78′ W119°01.25′ NOTAM FILE PTV. (L) VOR/DME 109.2 TTE Chan 29 328° 7.3 NM to Porterville Muni. 580/16E.

SAN FRANCISCO H-41, L-3D, 7B

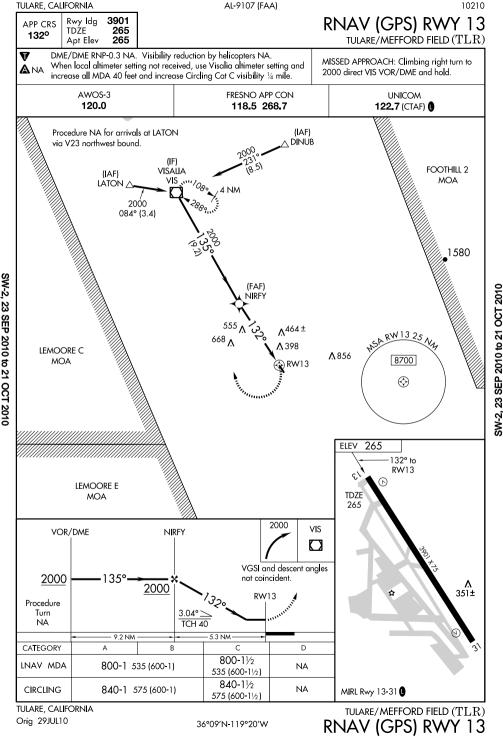
SAN FRANCISCO

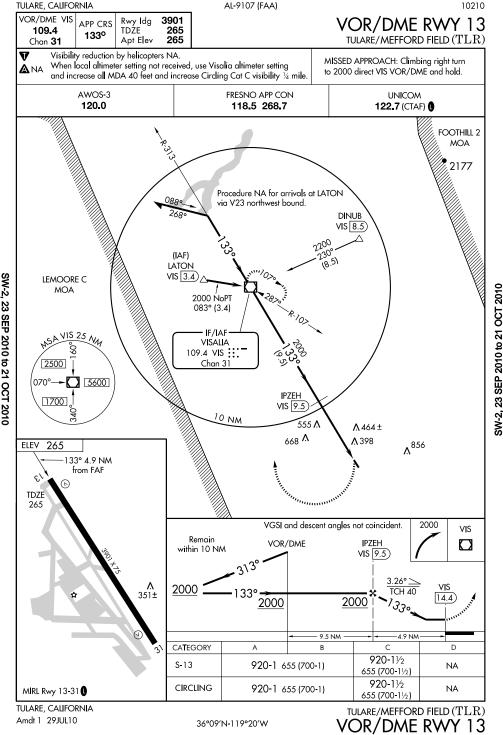
Golf Course

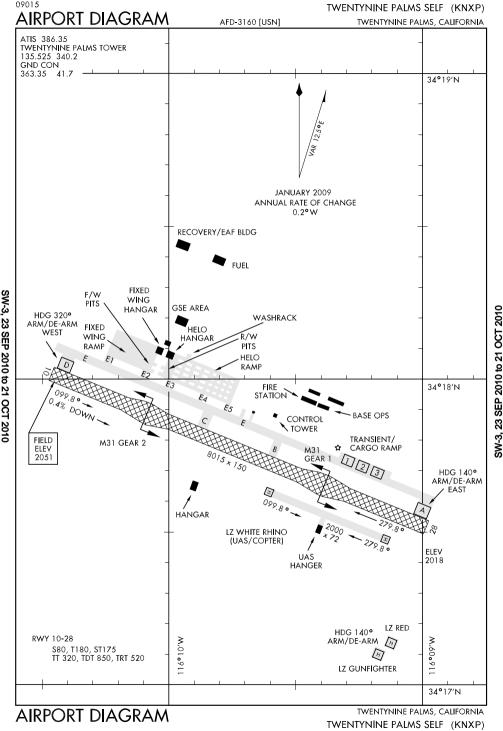
L-3C. 9A

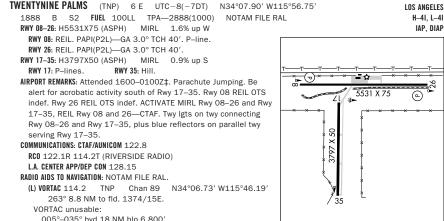
IAP

VOR/DME unusable: 160°-170° byd 30 NM blo 3,800′ 290°-320° byd 39NM RCO 122 1R 109 2T (RANCHO MURIETA RADIO)









005°-035° bvd 18 NM blo 6.800' 035°-065° byd 25 NM blo 6,000' 080°-095° byd 30 NM blo 6,000' 095°-150° byd 18 NM blo 6,000' 315°-330° byd 33 NM blo 6,200' 150°-170° byd 20 NM blo 7,000' 330°-345° byd 20 NM blo 6,200' 170°-190° byd 25 NM blo 7,000′ 345°-005° byd 35 NM blo 8,300' VOR portion and DME unusable: 190°-245° byd 20 NM blo 7,000' 245°-260° byd 25 NM blo 7,500' TWENTYNINE PALMS SELF (NXP) 9 NW UTC-8(-7DT) N34°17.77′ W116°09.73′ LOS ANGELES В NOTAM FILE NXP Not insp. H-41, L-41, 7D S-80, D-180, 2S-175, 2D-320, 2T-520, C5-850 HIRL DIAP. AD RWY 10-28: 8015X150 (PSP)

training. Opr outside public hrs permitted by 24 hr PPR; 72 hr PPR for Sat, Sun opr. Base OPS DSN 230-7816, C760-830-7816. Austere/desert training environment primarily for support of CAX. Variable hr year round as reg by CAX Command Element. If Twentynine Palms Strategic Expeditionary Landing Field (SELF) is final destination, ensure NXP is filed, not TNP. CAUTION Helicopter LZ (HLZ) White Rhino (unmanned air vehicle strip 2000' x 72') S of and parallel to Rwy 28 is primarily for tenant Unmanned Aircraft System (UAS) support, rstd to unmanned aircraft system and copter ops only; no tiltrotor ops authorized. Marked with 72' x 72' Helo Spots on

traffic pat S due to live fire range immediately N of SELF. Remain on or S of extended centerline on final apch. VFR fixed wing to Rwy 28 maintain at or abv 4100' MSL until NXP 5 DME. VFR fixed wing departures Rwy 10 cross NXP 5 DME at or abv 4100' MSL or right turn to BANDINI (Water Treatment Facility 6 NM SE). UAS opr

NXP (133.6) N34°17.80′ W116°09.44′ at fld. 2006/14E

M31 (1981') RWY 28

A-GEAR Ctc twr for arrestment, expect 5

RWY 10: SALSF, OLS, Rgt tfc. 0.4% down. RWY 28: SALSF. OLS. ARRESTING GEAR/SYSTEM

RWY 10 M31 (1981')

MILITARY SERVICE: LGT All Igt by prior apvl. Rwy 10 and Rwy 28 portable Igt. FUEL J5. Qualified acft captain/crew chief must be provided by user to refuel acft. Hot refuel avbl

w/PPR Mon-Thu 2000-0600Z‡, Fri 1700-0000Z‡. TRAN ALERT No gas turbine system technicians avbl, users

should ctc respective logistics squadrons. MILITARY REMARKS: Opr Mon-Thu 1700-0600Z‡, Fri 1700-0000Z‡, clsd Sat, Sun. See FLIP AP/1, Supplementary Arpt Remarks. RSTD CLOSED fld ops prohibited except MCAGCC (Marine Corps Air Ground Combat Center) SAR acft only. PPR required for FUEL, VIP/passenger movement, practice arrestments, and ngt vision devices

E and W end. 17' AGL hanger located 120' S of landing zone centerline. Rwys have AM-2 rwy surface matting. This is fabricated aluminum panel 1.5 inches thick, which consists of hollow, extruded one-piece main section with extruded end connectors welded to each end. The top surface of the AM-2 matting is coated with non-skid material. Weight bearing characteristics are correctly noted by the avbl rwy code above TRT-520. IFC PAT All

within Class D rstd to Restricted Operating Zone (ROZ) DRAGON and SELF/HLZ White Rhono via established course rules.

PMSV MFTRO 308 3

COYOTE (H) TACAN Chan 63

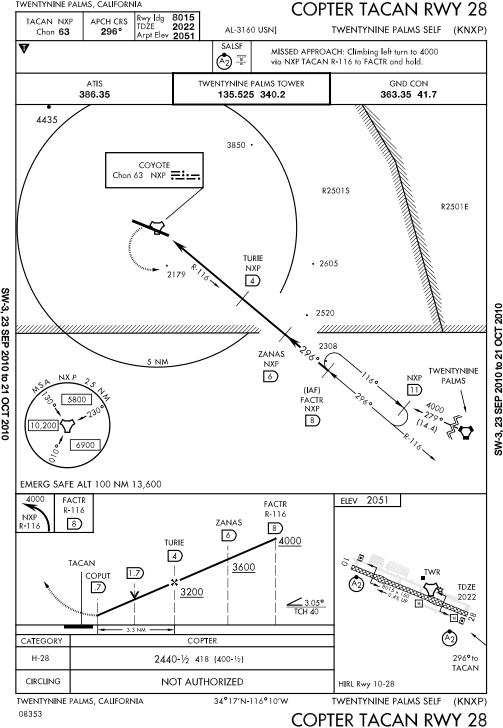
COMMUNICATIONS: ATIS 386.35 **TOWER** 135.525 340.2 (Mon-Thu 1700-0600Z‡, Fri 1700-0000Z‡.) GND CON 363.35 41.7

AIRSPACE: CLASS D Mon-Thu 1700-0600Z‡, Fri 1700-0000Z‡, other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE RAL. (L) VORTAC 114.2 TNP Chan 89 N34°06.73′ W115°46.19′ 285° 22.4 NM to fld. 1374/15E. SW-3, 23 SEP 2010 to 21 OCT 2010

TWENTYNINE PALMS, CALIFORNIA SHL-3160 [USN] Knots 60 120 180 240 300 360 ATIS 386.35 \*10 (a) V/V(fpm) 285 570 855 1140 1425 1710 GND CON 363.35 41.7 \*\*10 (b) V/V(fpm) 315 630 945 1260 1575 1890 TWENTYNINE PALMS TOWER † 28 V/V(fpm) 235 470 705 940 1175 1410 135.525 340.2 LOS ANGELES CENTER \* Minimum \*\* Civil minimum † ATC Climb Rate 128.15 285.6 (a) to 3300 (b) to 3400 (c) to 2500 P. 285. R-284 ZORGI 3079 2500 ① 098° TWENTYNINE PALMS 114.2 TNP = Chan 89 L-4, H-4 (35) Aprx distance from tkof area. **CEVAB** Turns in holding at CEVAB 5700 may be required, 5600 min alt. 6900 ① 4.5 NM from Rwy 10 DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 10: Climb via heading 098° to intercept and proceed via TNP VORTAC R-286 to TNP.

TAKE-OFF RWY 28: Climb via TNP VORTAC R-284 to cross ZORGI at or above 2500. Then turn left to join and proceed via TNP R-271 to TNP.

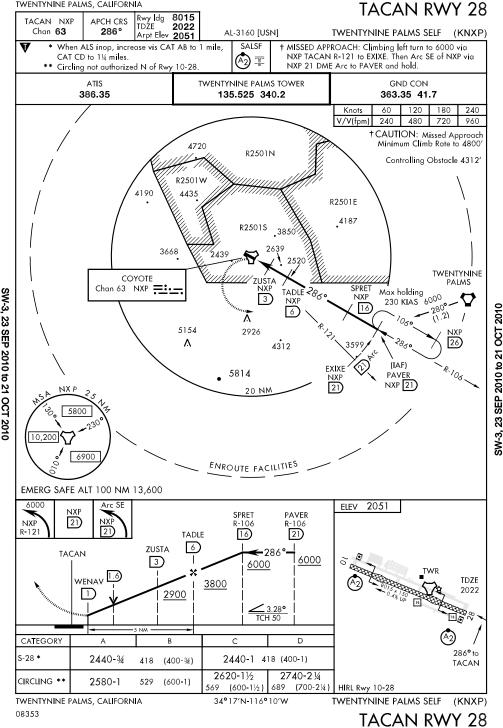


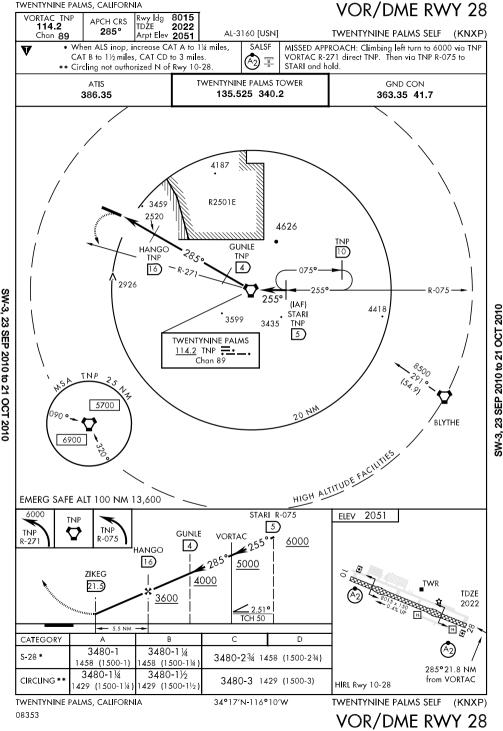
TWENTYNINE PALMS, CALIFORNIA

TWENTYNINE PALMS SELF (KNXP) SW-3, 23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

SW-3, 23 SEP 2010 to 21 OCT 2010

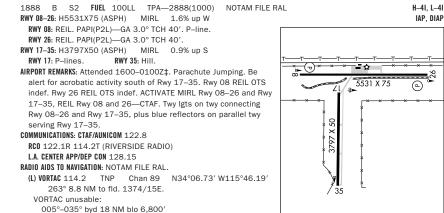




6 E UTC-8(-7DT)

(TNP)

TWENTYNINE PALMS



N34°07.90' W115°56.75'

035°-065° byd 25 NM blo 6,000' 080°-095° byd 30 NM blo 6,000' 095°-150° byd 18 NM blo 6,000' 150°-170° byd 20 NM blo 7,000′ 170°-190° byd 25 NM blo 7,000′ VOR portion and DME unusable: 190°-245° byd 20 NM blo 7,000' TWENTYNINE PALMS SELF (NXP) В NOTAM FILE NXP RWY 10-28: 8015X150 (PSP)

315°-330° byd 33 NM blo 6,200' 330°-345° byd 20 NM blo 6,200' 345°-005° byd 35 NM blo 8,300' 245°-260° byd 25 NM blo 7,500'

GND CON 363.35 41.7

LOS ANGELES

DIAP. AD

M31 (1981') RWY 28

9 NW UTC-8(-7DT) N34°17.77′ W116°09.73′ LOS ANGELES Not insp. H-41, L-41, 7D S-80, D-180, 2S-175, 2D-320, 2T-520, C5-850 HIRL RWY 10: SALSF, OLS, Rgt tfc. 0.4% down. RWY 28: SALSF. OLS.

ARRESTING GEAR/SYSTEM

RWY 10 M31 (1981')

MILITARY SERVICE: LGT All Igt by prior apvl. Rwy 10 and Rwy 28 portable Igt.

A-GEAR Ctc twr for arrestment, expect 5

FUEL J5. Qualified acft captain/crew chief must be provided by user to refuel acft. Hot refuel avbl w/PPR Mon-Thu 2000-0600Z‡, Fri 1700-0000Z‡. TRAN ALERT No gas turbine system technicians avbl, users should ctc respective logistics squadrons.

MILITARY REMARKS: Opr Mon-Thu 1700-0600Z‡, Fri 1700-0000Z‡, clsd Sat, Sun. See FLIP AP/1, Supplementary Arpt Remarks. RSTD CLOSED fld ops prohibited except MCAGCC (Marine Corps Air Ground Combat Center) SAR acft only. PPR required for FUEL, VIP/passenger movement, practice arrestments, and ngt vision devices

destination, ensure NXP is filed, not TNP. CAUTION Helicopter LZ (HLZ) White Rhino (unmanned air vehicle strip 2000' x 72') S of and parallel to Rwy 28 is primarily for tenant Unmanned Aircraft System (UAS) support, rstd to unmanned aircraft system and copter ops only; no tiltrotor ops authorized. Marked with 72' x 72' Helo Spots on E and W end. 17' AGL hanger located 120' S of landing zone centerline. Rwys have AM-2 rwy surface matting. This is fabricated aluminum panel 1.5 inches thick, which consists of hollow, extruded one-piece main section

VFR fixed wing to Rwy 28 maintain at or abv 4100' MSL until NXP 5 DME. VFR fixed wing departures Rwy 10 cross NXP 5 DME at or abv 4100' MSL or right turn to BANDINI (Water Treatment Facility 6 NM SE). UAS opr

training. Opr outside public hrs permitted by 24 hr PPR; 72 hr PPR for Sat, Sun opr. Base OPS DSN 230-7816, C760-830-7816. Austere/desert training environment primarily for support of CAX. Variable hr year round as reg by CAX Command Element. If Twentynine Palms Strategic Expeditionary Landing Field (SELF) is final

with extruded end connectors welded to each end. The top surface of the AM-2 matting is coated with non-skid material. Weight bearing characteristics are correctly noted by the avbl rwy code above TRT-520. IFC PAT All traffic pat S due to live fire range immediately N of SELF. Remain on or S of extended centerline on final apch.

within Class D rstd to Restricted Operating Zone (ROZ) DRAGON and SELF/HLZ White Rhono via established course rules.

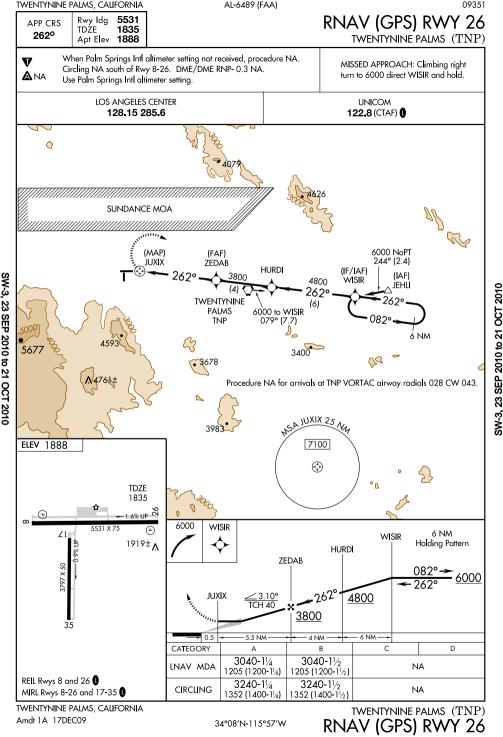
PMSV MFTRO 308 3

COMMUNICATIONS: ATIS 386.35

**TOWER** 135.525 340.2 (Mon-Thu 1700-0600Z‡, Fri 1700-0000Z‡.)

AIRSPACE: CLASS D Mon-Thu 1700-0600Z‡, Fri 1700-0000Z‡, other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

(L) VORTAC 114.2 TNP Chan 89 N34°06.73′ W115°46.19′ 285° 22.4 NM to fld. 1374/15E. COYOTE (H) TACAN Chan 63 NXP (133.6) N34°17.80′ W116°09.44′ at fld. 2006/14E



SW-3, 23 SEP 2010 to 21 OCT 2010

N39°07.56′ W123°12.05′

TPA-1614(1000)

0.3% up N

193

SAN FRANCISCO

SAN FRANCISCO

H-3B, L-2G

L-2G

RCO 122.35 (OAKLAND RADIO) 1 S

RWY 15-33: H4415X150 (ASPH) S-28 MIRL RWY 15: REIL. VASI(V4L)-GA 3.0° TCH 27'. Trees.

Rwy 15.

UTC-8(-7DT)

FUEL 100LL. JET A OX 1

ACTIVATE MIRL Rwv 15-33, REIL and VASI Rwv 15, REIL Rwv

33-CTAF. Ldg fee for all acft over 12,500 lbs.

NOTAM FILE UKI.

RWY 33: REIL. Trees. Rgt tfc. AIRPORT REMARKS: Attended 1600Z‡-dusk. No jet acft dep

S4

UKIAH N39°07.81′ W123°04.63′

(UKI)

0600-1500Z‡. For noise abatement calm wind rwy is Rwy 15.

UKIAH MUNI

Arpt manager requests no VFR straight in apchs to Rwy 15-33

right turn after departure Rwy 33 to avoid overflight of town. Second rotating beacon on mountain 250° and 2 miles from arpt.

WEATHER DATA SOURCES: ASOS 119.275 (707) 462-7343. COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.35 (OAKLAND RADIO) OAKLAND CENTER APP/DEP CON 127.8 RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.

MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19'

W123°16.45' 022° 5.5 NM to fld. 2980/16E. HIWAS.

KEARN NDB (LOM) 371 UK N39°16.55′ W123°14.43′

9.2 NM to fld.

ILS/DME 109.1 I–UKI Chan 28 KEARN NDB. LOC/DME unusable byd 25°W of LOC centerline.

UNIVERSITY (See DAVIS)

### UPI AND

#### CABLE (CCB) 2 NW UTC-8(-7DT) N34°06.70' W117°41.24' В S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-2244(800)

RWY 06-24: H3864X75 (ASPH) S-20 MIRL 1.3% up NE.

RWY 06: VASI(V2L)-GA 4.0° TCH 26'. Thid dspicd 106'.

RWY 24: VASI(V2R)-GA 4.0° TCH 28'. Thid dspicd 158'. Road.

AIRPORT REMARKS: Attended dalgt hours. Fuel: Self service 24 hours. Rwy 06-24 gross pavement strength provided by arpt operator

12,500 pounds. MIRL Rwy 06-24 preset on low ints dusk to 0600Z‡, after 0600Z‡ ACTIVATE—CTAF. COMMUNICATIONS: CTAF/UNICOM 123.0

. . . .

(R) SOCAL APP/DEP CON 125.5 RADIO AIDS TO NAVIGATION: NOTAM FILE POC.

> POMONA (L) VORTAC 110.4 POM Chan 41 N34°04.70° W117°47.22' 053° 5.4 NM to fld. 1273/15E.

HELIPAD H1: H65X65 (ASPH)

17 N UTC-8(-7DT) N39°27.04' W122°57.28'

HELIPAD H2: H65X65 (ASPH-CONC) HELIPORT REMARKS: ACTIVATE Rwy H1 perimeter Igts-CTAF.

#### **UPPER LAKE** GRAVELLY VALLEY

rutted.

COMMUNICATIONS: CTAF 122 9

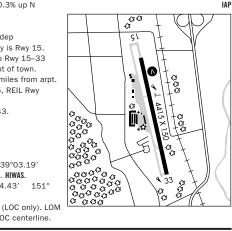
(1Q5)NOTAM FILE OAK TPA-2700(800)

RWY 01-19: 4050X200 (GRVL) S = 12.5

RWY 01: Trees. RWY 19- Hill

AIRPORT REMARKS: Unattended. CAUTION—hang glider opr particularly summer months. CAUTION—do not land S of

Hull Mountain Road. No ldg on Rwy 19 due to hill northeast of arpt. No tkf on Rwy 01 due to hill northeast of arpt, Tall trees on both sides of runway, Rwy 01-19 not regularly maintained, rwy may be rough, uneven and



NOTAM FILE RAL

Helipad H1: 65 X 65

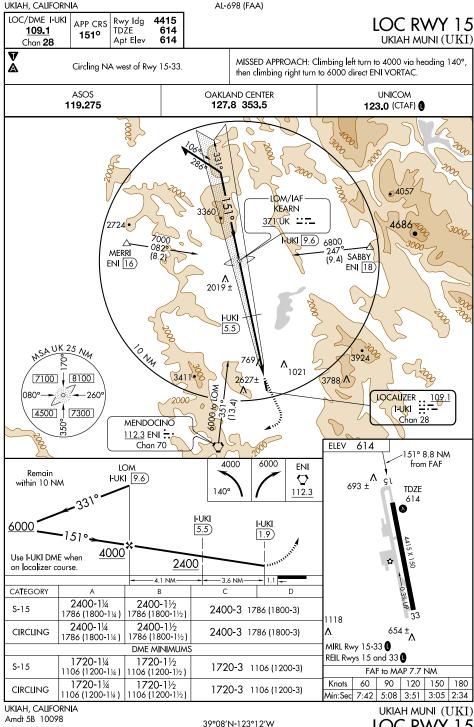
Helipad H2: 65 X 65

NOTAM FILE UKI

LOS ANGELES

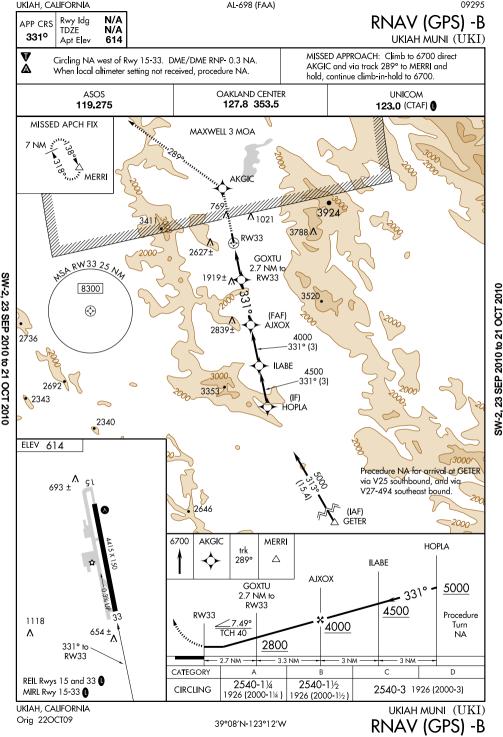
COPTER L-3E, 4H, 7C, A

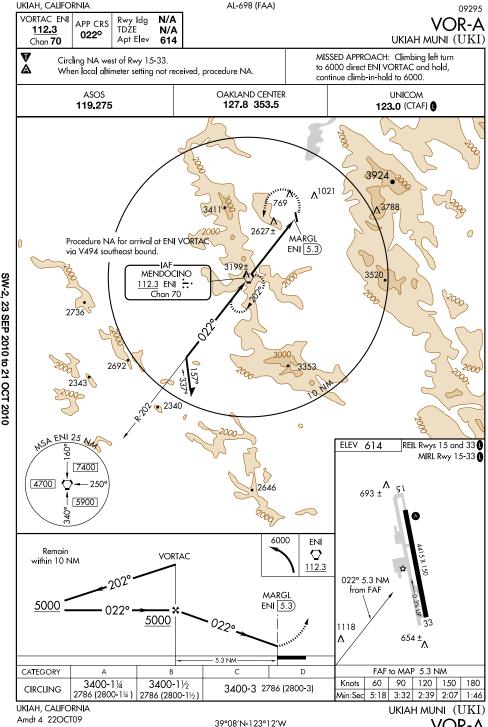
SAN FRANCISCO



23 SEP 2010 to 21 OCT 2010

RW





N39°07.56′ W123°12.05′

TPA-1614(1000)

0.3% up N

193

SAN FRANCISCO

SAN FRANCISCO

H-3B, L-2G

L-2G

RCO 122.35 (OAKLAND RADIO) 1 S

RWY 15-33: H4415X150 (ASPH) S-28 MIRL RWY 15: REIL. VASI(V4L)-GA 3.0° TCH 27'. Trees.

Rwy 15.

UTC-8(-7DT)

FUEL 100LL. JET A OX 1

ACTIVATE MIRL Rwv 15-33, REIL and VASI Rwv 15, REIL Rwv

33-CTAF. Ldg fee for all acft over 12,500 lbs.

NOTAM FILE UKI.

RWY 33: REIL. Trees. Rgt tfc. AIRPORT REMARKS: Attended 1600Z‡-dusk. No jet acft dep

S4

UKIAH N39°07.81′ W123°04.63′

(UKI)

0600-1500Z‡. For noise abatement calm wind rwy is Rwy 15.

UKIAH MUNI

Arpt manager requests no VFR straight in apchs to Rwy 15-33

right turn after departure Rwy 33 to avoid overflight of town. Second rotating beacon on mountain 250° and 2 miles from arpt.

WEATHER DATA SOURCES: ASOS 119.275 (707) 462-7343. COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.35 (OAKLAND RADIO) OAKLAND CENTER APP/DEP CON 127.8 RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.

MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19'

W123°16.45' 022° 5.5 NM to fld. 2980/16E. HIWAS.

KEARN NDB (LOM) 371 UK N39°16.55′ W123°14.43′

9.2 NM to fld.

ILS/DME 109.1 I–UKI Chan 28 KEARN NDB. LOC/DME unusable byd 25°W of LOC centerline.

UNIVERSITY (See DAVIS)

### UPI AND

#### CABLE (CCB) 2 NW UTC-8(-7DT) N34°06.70' W117°41.24' В S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-2244(800)

RWY 06-24: H3864X75 (ASPH) S-20 MIRL 1.3% up NE.

RWY 06: VASI(V2L)-GA 4.0° TCH 26'. Thid dspicd 106'.

RWY 24: VASI(V2R)-GA 4.0° TCH 28'. Thid dspicd 158'. Road.

AIRPORT REMARKS: Attended dalgt hours. Fuel: Self service 24 hours. Rwy 06-24 gross pavement strength provided by arpt operator

12,500 pounds. MIRL Rwy 06-24 preset on low ints dusk to 0600Z‡, after 0600Z‡ ACTIVATE—CTAF. COMMUNICATIONS: CTAF/UNICOM 123.0

. . . .

(R) SOCAL APP/DEP CON 125.5 RADIO AIDS TO NAVIGATION: NOTAM FILE POC.

> POMONA (L) VORTAC 110.4 POM Chan 41 N34°04.70° W117°47.22' 053° 5.4 NM to fld. 1273/15E.

HELIPAD H1: H65X65 (ASPH)

17 N UTC-8(-7DT) N39°27.04' W122°57.28'

HELIPAD H2: H65X65 (ASPH-CONC) HELIPORT REMARKS: ACTIVATE Rwy H1 perimeter Igts-CTAF.

#### **UPPER LAKE** GRAVELLY VALLEY

rutted.

COMMUNICATIONS: CTAF 122 9

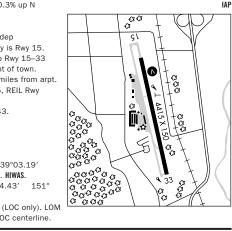
(1Q5)NOTAM FILE OAK TPA-2700(800)

RWY 01-19: 4050X200 (GRVL) S = 12.5

RWY 01: Trees. RWY 19- Hill

AIRPORT REMARKS: Unattended. CAUTION—hang glider opr particularly summer months. CAUTION—do not land S of

Hull Mountain Road. No ldg on Rwy 19 due to hill northeast of arpt. No tkf on Rwy 01 due to hill northeast of arpt, Tall trees on both sides of runway, Rwy 01-19 not regularly maintained, rwy may be rough, uneven and



NOTAM FILE RAL

Helipad H1: 65 X 65

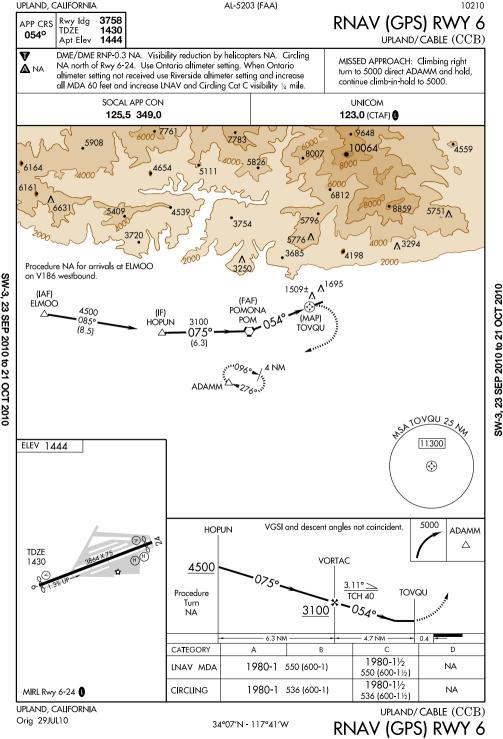
Helipad H2: 65 X 65

NOTAM FILE UKI

LOS ANGELES

COPTER L-3E, 4H, 7C, A

SAN FRANCISCO



Orig 09015

VOR-A

> AIRPORT REMARKS: Attended May-Oct 1530-0330Z‡, Nov-Apr 1600-0100Z‡. No turns to crosswind below 800' MSL, noise sensitive area W of arpt. After 0600Z‡ ACTIVATE MIRL and

### VACAVILLE

NUT TREE (VCB) 2 NE UTC-8(-7DT) N38°22.67′ W121°57.70′

S4 FUEL 100LL, JET A TPA-1117(1000) NOTAM FILE VCB RWY 02-20: H4700X75 (ASPH) S-30 MIRL

RWY 02: REIL. PAPI(P2L), Poles. RWY 20: REIL. PAPI(P2L). Rgt tfc.

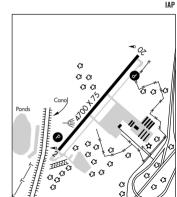
parallel taxiway lgts Rwy 02-20; PAPI and REILs Rwy 02 and Rwy 20—CTAF. Taxiway Igts on parallel taxiway only. WEATHER DATA SOURCES: ASOS 134.75 (707) 448-1594.

COMMUNICATIONS: CTAF/UNICOM 122.7 TRAVIS APP/DEP CON 128.4

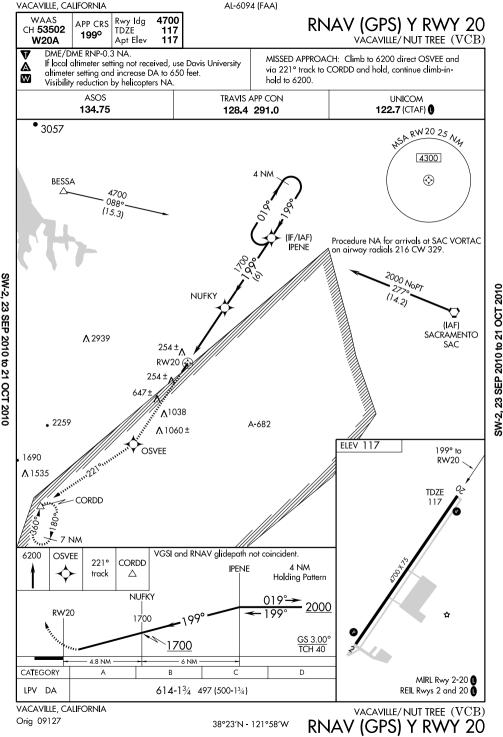
RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

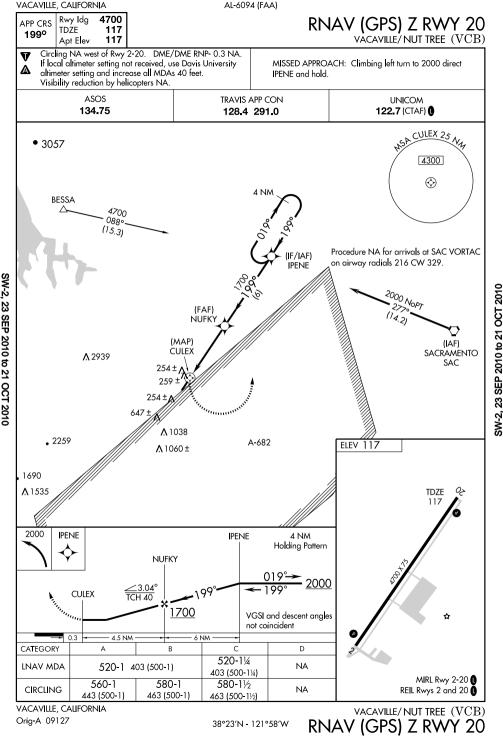
SACRAMENTO (H) VORTACW 115.2 SAC Chan 99 W121°33.10′ 241° 19.8 NM to fld. 10/17E. HIWAS.

N38°26.62'

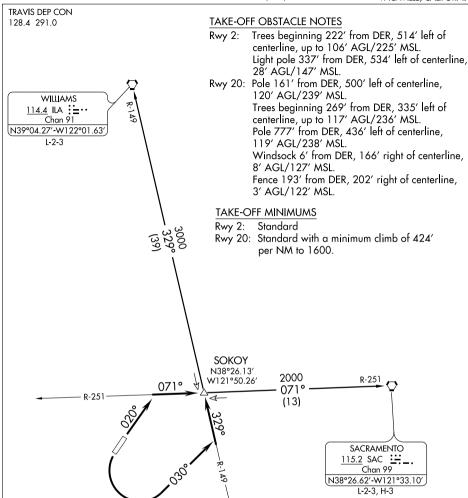


SAN FRANCISCO L-2F. 3A





SW-2, 23 SEP 2010 to 21 OCT 2010



#### V DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb via heading 020°, intercept SAC R-251 to SOKOY INT/ SAC 13 DME.

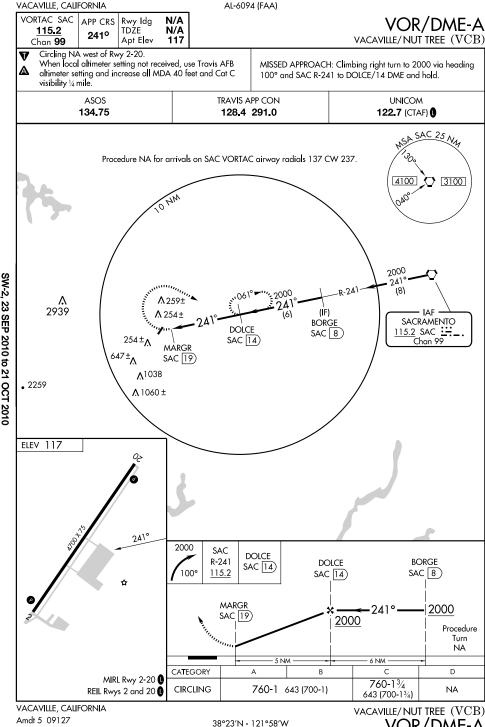
TAKE-OFF RUNWAY 20: Turn left heading 030°, intercept ILA R-149 to SOKOY INT/ ILA 39 DME.

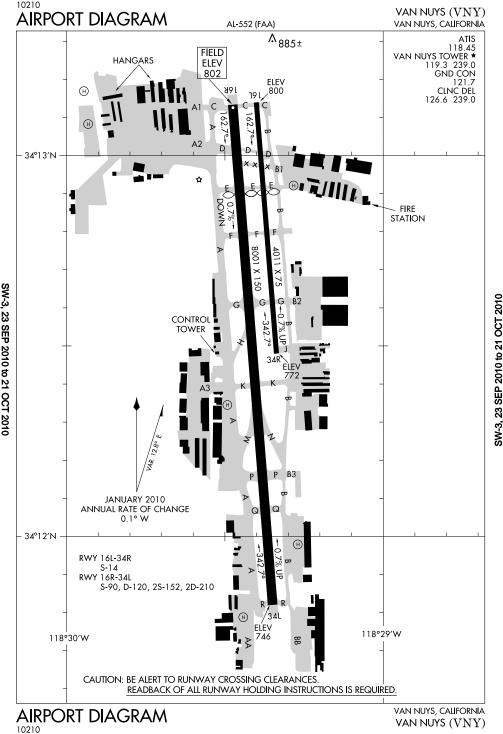
SACRAMENTO TRANSITION (SOKOY2.SAC): From over SOKOY INT via SAC R-251 to SAC VORTAC.

WILLIAMS TRANSITION (SOKOY2.ILA): From over SOKOY INT via ILA R-149 to ILA VORTAC.

## SOKOY TWO DEPARTURE (SOKOY2.SOKOY) 09127

NOTE: Chart not to scale.





FUEL 100LL, JET A OX 1, 3,

AIRPORT REMARKS: Attended continuously, Arpt CLOSED to air carrier

119.3 prior to Idg or departing, Rwy 16R left tfc when tower clsd. Rwv 16L-34R CLOSED and unletd when tower clsd. Helicopter ctc

departure unless otherwise directed by twr. Formation arrivals and

departures prohibited except for emerg response acft. Taxilane Alpha 3 rstd to acft with wingspan less than 105'. Turbine power

ORDINANCE CURFEW: No tkf for acft exceeding 74 DBA (PER AC36-3) between 0600-1500Z‡, except military, mercy flights and law enforcement acft. For Stage 2 acft restrictions, ctc Arpt Ops 818-909-3527. All jet acft must use full rwy length for

S-14

TPA—See Remarks

acft rgr to stop and shutdown engines on Taxilane Alpha 3 after clearing Twy Alpha. Taxilane Alpha 1 has NSTD object free area dimensions, ACTIVATE MALSR Rwv 16R when twr clsd-119.3, kev mic 5 times. When twr clsd

NOTAM FILE VNY

Residential

Residential

Area

**IINICOM** 122 95

Area

Hills

III.

HIRL

RWY 16R-34L: H8001X150 (ASPH) S-90, D-120, 2S-152, 2D-210 RWY 16R: MALSR. VASI(V4L)—GA 3.9° TCH 54'. Thid dspicd 1430'. Fence. Rgt tfc. 0.7% down. RWY 34L: VASI(V2L)—GA 3.0° TCH 50'. Trees. 0.7% up.

RWY 16L: Thid displicated 1431', Railroad.

(VNY)

S4

RWY 16L-34R: H4011X75 (ASPH)

2YIIN NAV

MIRL 0.7% up N

3 NW UTC-8(-7DT) N34°12.59′ W118°29.40′

twr for apch-dep routes. TPA-2002(1200) Rwy 16R-34L, 1802(1000) Rwy 16L-34R, Extreme noise sensitive area, NOISE

ops. Birds on and invof arpt. Bird abatement may occur between

rwys when twr is open. Standing water on rwys during periods of heavy rainfall. When twr clsd, acft must self announce on freq

RWY 34R: REIL, VASI(V4L)—GA 3.0° TCH 26', Rgt tfc.

WEATHER DATA SOURCES: ASOS (818) 904-9213, LAWRS. COMMUNICATIONS: CTAF 119.3 ATIS 118.45 (818) 780-4993 ® SOCAL APP/DEP CON 124.6 (S between BUR 150°-VNY 160°), 134.2 (VNY 160°-280°), 120.4 (VNY 280°-BUR 050°), 135,05 (BUR 050°-150°)

HIRL Rwy 16R-34L and twy Igts on med ints.

GND CON 121.7 (helicopters)(1400-0645Z‡) CLNC DEL 126.6 AIRSPACE: CLASS D svc 1400-0645Z tother times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE VNY. VNY Chan 78

(L) VORW/DME 113.1 N34°13.41′ W118°29.50′

VOR/DME unusable:

330°-350° bvd 25 NM blo 5.500' 010°-030° byd 20 NM blo 6,700'

030°-050° bvd 25 NM blo 8.600' DME unusable: 094°-096° byd 35 NM blo 5,000′ Class IA.

LDA 109.5 I-BUR

Rwy 16R.

VENTURA N34°06.90′ W119°02.97′ NOTAM FILE HHR.

ILS 111.3

I-VNY

VOR/DME unusable:

applicable below 1.990' MSL.

(L) VORW/DME 108.2 VTU Chan 19

060°-085° bvd 10 NM blo 13.000'

324° 6.3 NM to Camarillo. 1560/15E.

TOWER 119.3 (162°-345° and dep Rwy 16R-34L), 120.2 (346°-161° and dep Rwy 16L-34R),119.0

**Posidential** Area

INS ANGELES

H-41, L-3E, 4G, 7B

Residential

Area

COPTER

IAP. AD

350°-010° bvd 15 NM blo 6.100′ Unmonitored when twr clsd. Auto pilot coupled apch not

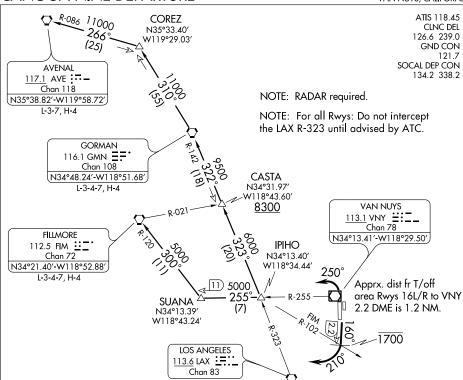
at fld. 812/15E.

LOS ANGELES COPTER

H-4H, L-3E, 4G, 7B, A

LOS ANGELES L-4H. 7C

VICTORVILLE N34°35.65′ W117°23.40′ NOTAM FILE RAL. (T) VORW/DME 109.4 VCV Chan 31 at Southern California Logistics 2855/14E. AWOS-3



Rwy 16L/R: Standard with a minimum climb of 310' per NM to 8300. Fillmore Transition standard with a minimum climb of 310' per NM to 5000. Rwy 34L/R: Standard with a minimum climb of 370' per NM to 8300.

Fillmore Transition standard with a minimum climb of 370' per NM to 5000.

### **TAKE-OFF OBSTACLES**

TAKE-OFF MINIMUMS

SW-3, 23 SEP 2010 to 21 OCT 2010

RWY 16L: Light on hangar 713' from DER, 361' left of centerline, 27' AGL/798' MSL.

RWY 16R: Hangar 209' from DER, 516' right of centerline, 9' AGL/755' MSL. Flagpole 570' from DER, 549' right of centerline, 15' AGL/761' MSL.

Building 941' from DER, 599' left of centerline, 28' AGL/774' MSL.

Multiple trees beginning 1129' from DER, left and right of centerline, up to 72' AGL/818' MSL.

RWY 34L: Blast fence 169' from DER, 405' left of centerline, 10' AGL/812' MSL.

Obstruction light on blast fence, 241' from DER, 195' left of centerline, 17' AGL/819' MSL.

Multiple trees beginning 325' from DER, 549' right of centerline, up to 119' AGL/921' MSL.

Railroad 305' from DER, 369' right of centerline, 30' AGL/832' MSL.

Building 424' from DER, 589' right of centerline, 29' AGL/831' MSL.

Antenna on building 450' from DER 462' left of centerline, 15' AGL/817' MSL.

Pole 1376' from DER, 779' left of centerline, 68' AGL/870' MSL.

Multiple trees beginning 828' from DER, 15' left of centerline, 78' AGL/907' MSL.

RWY 34R: Railroad 305' from DER, 5' right of centerline, 33' AGL/832' MSL.

Multiple trees beginning 325' from DER, 174' right of centerline, up to 122' AGL/921' MSL. Building 424' from DER, 214' right of centerline, 32' AGL/831' MSL.

Multiple trees beginning 781' from DER, 110' left of centerline 62' AGL/891' MSL

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale. VAN NUYS, CALIFORNIA

SL-552 (FAA)

VAN NUYS (VNY) VAN NUYS, CALIFORNIA

SW-3, 23 SEP 2010 to 21 OCT 2010

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16L/R: Climb heading 160°, cross FIM R-102 or VNY 2.2 DME at or below 1700. Then turn right heading 210 for vectors to IPIHO INT, thence.... TAKE-OFF RUNWAYS 34L/R: Climb heading 250° for vectors to

IPIHO INT, thence....

....via (Transition) or assigned route.

LOST COMMUNICATIONS: If not in contact with departure control within 3 NM: Rwys 16L/R intercept the LAX R-323 and GMN R-142. Then as assigned.

Rwys 34L/R intercept VNY R-255. Then as assigned.

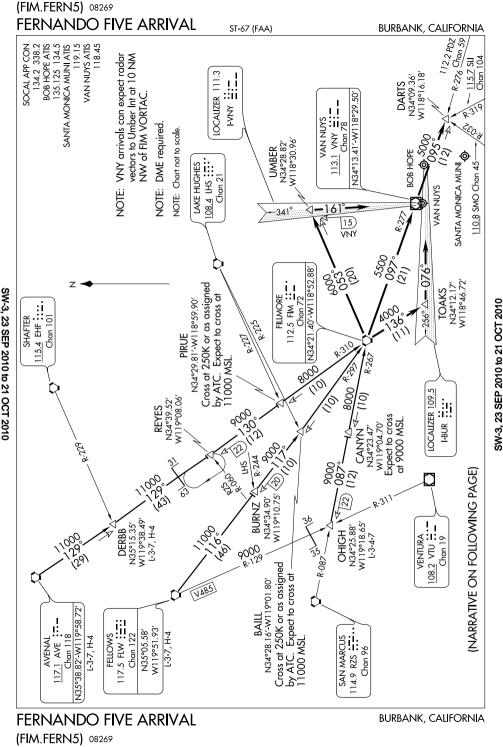
AVENAL TRANSITION (CANOG9.AVE): From over IPIHO INT via LAX R-323 and GMN R-142 to cross CASTA INT at or above 8300', then via GMN R-142 to GORMAN VORTAC. Then via GMN R-310 to COREZ INT. Then via AVE R-086 to AVE VORTAC.

FILLMORE TRANSITION (CANOG9.FIM): From over IPIHO INT via VNY R-255 to SUANA INT, then via FIM VORTAC R-120 to FIM VORTAC.

GORMAN TRANSITION (CANOG9.GMN): From over IPIHO INT via

LAX R-323 and GMN R-142 to cross CASTA INT at or above 8300', then via

GMN R-142 to GORMAN VORTAC.



ARRIVAL DESCRIPTION

AVENAL TRANSITION (AVE.FERN5): From over AVE VORTAC via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

DERBB TRANSITION (DERBB.FERN5): From over DERBB INT via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

FELLOWS TRANSITION (FLW.FERN5): From over FLW VORTAC via FLW R-116 and FIM R-297 to FIM VORTAC. Thence....

OHIGH TRANSITION (OHIGH.FERN5): From over OHIGH INT via FIM R-267 to FIM VORTAC. Thence....

From over FIM VORTAC:

LANDING BOB HOPE: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect ILS RWY 8.

LANDING SANTA MONICA MUNI: Via FIM R-097 and VNY R-277 to VNY

VOR/DME; then via VNY R-095 to DARTS INT. Expect VOR-A approach. LANDING VAN NUYS RWY 16: Via FIM R-053 to UMBER INT, then via I-VNY

localizer. Expect ILS RWY 16R.

LANDING VAN NUYS RWY 34: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect LDA-C; circle to land RWY 34L.

ATIS 118.45 CLNC DEL 126.6 239.0 GND CON 121.7

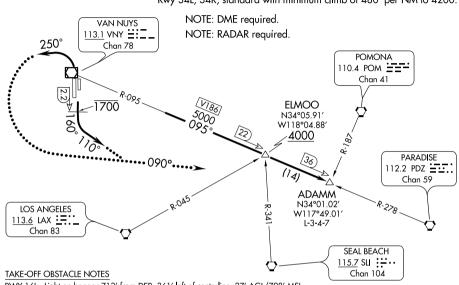
SOCAL DEP CON 124.6 298.85

TAKE-OFF MINIMUMS Rwy 16L, Standard with the following minimum climb requirements:

ATC climb of 300' per NM to 3800, obstacle climb of 240' per NM to 2000. Rwy 16R, Standard with the following minimum climb requirements:

ATC climb of 300' per NM to 3800, obstacle climb of 280' per NM to 2300.

Rwy 34L, 34R, standard with minimum climb of 480' per NM to 4200.



RWY 16L, Light on hangar 713' from DER, 361' left of centerline, 27' AGL/798' MSL.

RWY 16R, Hangar 209' from DER, 516' right of centerline, 9' AGL/755' MSL.
Flagpole 570' from DER, 549' right of centerline, 15' AGL/761' MSL.
Building 941' from DER, 599' left of centerline, 28' AGL/774' MSL.
Multiple trees beginning 1129' from DER, left and right of centerline, up to 72' AGL/818' MSL.

RWY 34L, Blast fence 169' from DER, 405' left of centerline, 10' AGL/812' MSL.
Obstruction light on blast fence, 241' from DER, 195' left of centerline, 17' AGL/819' MSL.
Multiple trees beginning 325' from DER, 549' right of centerline, up to 119' AGL/921' MSL.
Railroad 305' from DER, 369' right of centerline, 30' AGL/832' MSL.
Building 424' from DER, 589' right of centerline, 29' AGL/831' MSL.
Antenna on building 450' from DER, 462' left of centerline, 15' AGL/817' MSL.
Pole 1376' from DER, 779' left of centerline, 68' AGL/870' MSL.

RWY 34R, Railroad 305' from DER, 5' right of centerline, 33' AGL/832' MSL.
Multiple trees beginning 325' from DER, 174' right of centerline, up to 122' AGL/921' MSL.
Building 424' from DER, 214' right of centerline, 32' AGL/831' MSL.

NOTE: Chart not to scale.

SW-3, 23 SEP 2010 to 21 OCT 2010

V

SW-3, 23 SEP 2010 to 21 OCT 2010

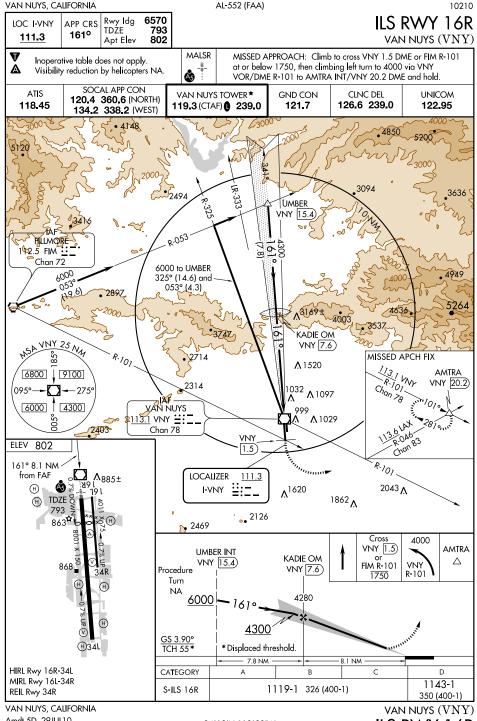
## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16L/R: Climb via heading 160° to cross VNY 2.2 DME at or below 1700'. Then climbing left turn heading 110° for vectors to VNY R-095 to ADAMM INT. Then via (assigned route).

TAKE-OFF RUNWAYS 34L/R: Climbing left turn via heading 250° for vectors to VNY R-095 to ADAMM INT. Then via (assigned route).

LOST COMMUNICATIONS: If not in contact with departure control within 3 NM, turn left heading 090° to intercept VNY R-095 to ADAMM INT, maintain 5000 or as assigned.

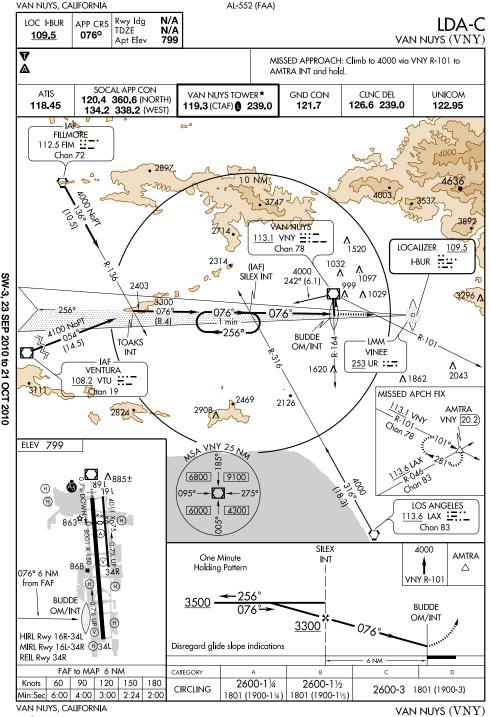
# GLENDALE NINE DEPARTURE



Amdt 5D 29JUL10

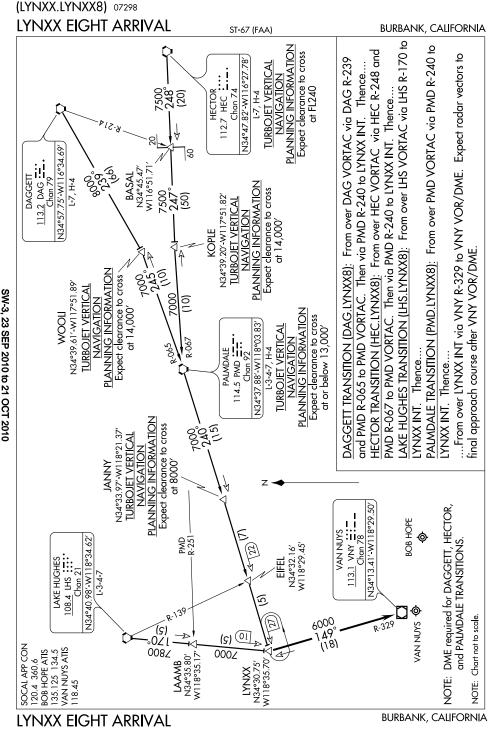
23 SEP 2010 to 21 OCT 2010

ILS RWY 16R



Amdt 2B 08325

LDA-C



VAN NUYS (VNY)

VAN NUYS, CALIFORNIA

R-238

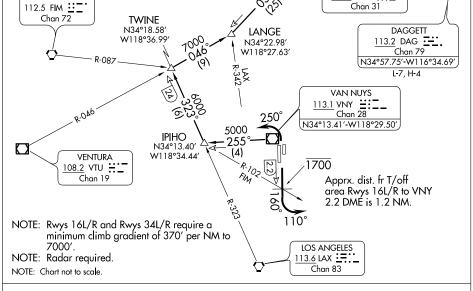
**ETHER** 

N34°39.85'

W117°45.81'

(61)

R-269



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16L/R: Fly heading 160° to cross FIM R-102 or VNY 2.2 DME at or below 1700′. Then turn left heading 110° for vectors to VNY R-255 and LAX R-323. Then via (transition) or (assigned route).

TAKE-OFF RUNWAYS 34L/R: Turn left heading 250° after departure end of runway for vectors to VNY R-255 and LAX R-323. Then via (transition) or (assigned route).

LOST COMMUNICATIONS: If not in contact with Departure Control within 3 NM: Rwys 16L/R: Intercept the LAX R-323, then as assigned; Rwys 34L/R: Intercept the VNY R-255, then as assigned.

<u>DAGGETT TRANSITION (NUAL6.DAG)</u>: Proceed on the VNY R-255 to intercept and proceed via the LAX R-323 and the VTU R-046 to LANGE INT; then the PMD R-218 to the PMD VORTAC. Then via the PMD R-067 and the DAG R-238 to DAG VORTAC.

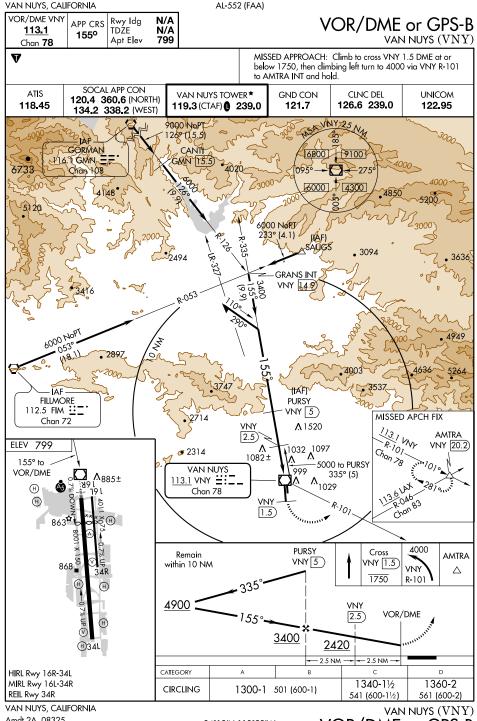
PALMDALE TRANSITION (NUAL6.PMD): Proceed on the VNY R-255 to intercept and proceed via the LAX R-323 and the VTU R-046 to LANGE INT; then via the PMD R-218

## NEWHALL SIX DEPARTURE

to the PMD VORTAC.

SW-3, 23 SEP 2010 to 21 OCT 2010

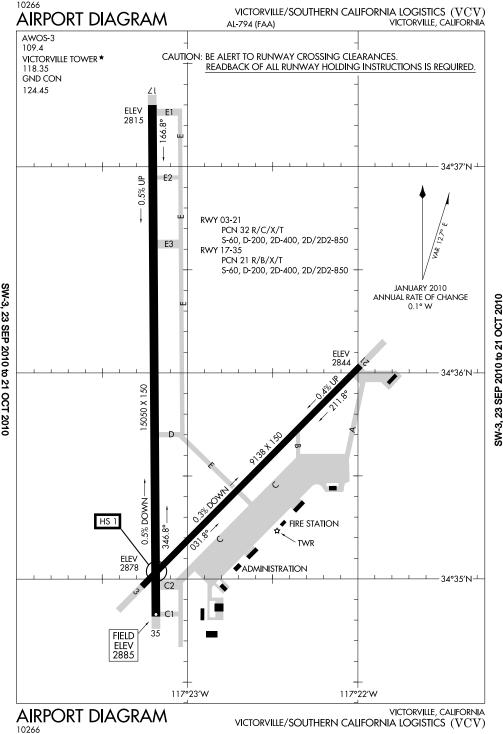
V



Amdt 2A 08325

SW-3, 23 SEP 2010 to 21 OCT 2010

VOR/DME or GPS-B



LOS ANGELES

IAP. AD

H-4H, L-4H, 7C

## **CALIFORNIA**

UTC-8(-7DT)

## VICTORVILLE SOUTHERN CALIFORNIA LOGISTICS (VCV) 5 NW

RWY 17-35: H15050X150 (ASPH-CONC-GRVD)

2885 B S4 FUEL 100LL, JET A. J8 TPA-3885(1000) NOTAM FILE RAL

760-952-0120

ILS 108.75

VISALIA

SEQUOIA FLD

2D-400, 2D/2D2-850

RWY 03: PAPI(P4L)—GA 3.0° TCH 75'. Rgt tfc. RWY 21: PAPI(P4L)-GA 3.0° TCH 75'. 0.4% up.

AIRPORT REMARKS: Attended 1400-0600Z±. For acft fuel or maintenance call 760-246-7794 or use frequency 122.85. Class

2D/2D2-850 PCN 32 R/C/X/T HIRL

RWY 03-21: H9138X150 (ASPH-CONC)

RWY 17: REIL. PAPI(P4L)-GA 3.0° TCH 75'. 0.5% up.

PCN 21 R/B/X/T

RWY 35: REIL. PAPI(P4L)-GA 3.0° TCH 65'. Rgt tfc. 0.5% down. S-60, D-200, 2D-400,

0.3% down.

S-60, D-200.

IV, ARFF Index A. ARFF Index E avbl with 72 hours PPR, call ops 760-243-1915. Avoid overflight of Silver Lakes 10 miles north

portion Twy C between Twy C1 and Twy C2, portion of Twy E

for noise abatement. Portion of Twy A between Twy C and Rwy 21, between Twy E1 and Twy E3, and Rwy 35 thld are not visible areas

from the twr. Twr unable to provide ATC services to acft in these non-visible areas. When twr clsd ACTIVATE HIRL Rwv 03-21, Rwv

17-35, PAPI Rwy 03, Rwy 21, Rwy 17 and Rwy 35 freq 118.35. REIL Rwy 17 and Rwy 35 PPR ctc 760-243-1915. User fee: U.S.

N34°35.85' W117°22.98'

Rwy 3-21: 9138 X 150

Ζî

a

ARFF Index—See Remarks

WEATHER DATA SOURCES: AWOS-3 109.4 VCV (760) 246-3635. COMMUNICATIONS: R JOSHUA APP/DEP CON 124.55

VICTORVILLE TOWER 118.35 (1400-0400Z‡) GND CON 124.45. AIRSPACE: CLASS D svc 1400-0400Z±, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE VCV.

PALMDALE (H) VORTAC 114.5 PMD Chan 92 N34°37.88′ W118°03.83′ VICTORVILLE (T) VORW/DME 109.4 VCV Chan 31 N34°35.65′ W117°23.40′ at fld.

course. COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

Customs User Fee Arpt. Customs officer avbl 1700-0100Z‡ Mon-Fri 760-246-0688, after hrs call 078° 33.8 NM to fld. 2498/15E. 2855/14E. AWOS-3.

VINEE N34°11.90′ W118°22.67′ NOTAM FILE BUR.

SAN FRANCISCO

L-3C. 9A

NDB (LMM) 253 UR at Bob Hope.

(D86) 8 N UTC-8(-7DT)

TPA-1113(800) NOTAM FILE RIU

N36°26.88' W119°19.12'

I-VCV Rwy 17. Class IE. LOC front course unusable byd 15° left of course byd 15° right of

LOS ANGELES COPTER Α

RWY 13: Thid dspicd 210'. Fence. AIRPORT REMARKS: COMMUNICATIONS: CTAF/UNICOM 122.9

RWY 13-31: H3012X60 (ASPH) S-30, D-50

RADIO AIDS TO NAVIGATION: NOTAM FILE VIS.

VISALIA (T) VOR/DME 109.4 VIS

Chan 31 N36°22.04′ W119°28.93′ 043° 9.3 NM to fld. 260/16E.

### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

HOT SPOT CITY/AIRPORT **DESCRIPTION\*** 

HAWTHORNE, CA

JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)

HS 1 Rwy 25 run-up area.

LONG BEACH, CA

LONG BEACH (DAUGHERTY

FLD) (LGB)

HS<sub>1</sub> HS<sub>2</sub>

HS<sub>5</sub>

Rwy 12-30 and Rwy 07L-25R, Twy B and Twy K. HS<sub>3</sub>

HS 4

Rwy 07R-25L, Twy B.

Rwy 07R-25L and Rwy 12-30, Twy J and Twy D. Rwy 16R-34L, southwest ramp, Twy F and Twy B. Rwy 34R and Rwy 07R-25L.

Rwy 30 and Rwy 07L-25R, Twy A and Twy D.

Rwy 19L and Rwy 19R, Twy L and Twy K.

HS 6 HS 7 Rwy 12-30 cross every other rwy.

HS<sub>1</sub>

Twy C mistaken for Rwy 13R-31L or Rwy 13L-31R. HS<sub>2</sub> Int of Twy B and Twy C.

HS<sub>3</sub> Twy B and Rwy 31R. HS 4 Twy C and Twy J.

SANTA ANA, CA

23 SEP 2010 to 21 OCT 2010

PALM SPRINGS, CA

JOHN WAYNE ARPT-ORANGE COUNTY (SNA)

PALM SPRINGS INTL (PSP)

HS<sub>1</sub> HS<sub>2</sub>

Rwy 19L and Rwy 19R, Twy H. HS 3 Twy A, Twy H, and Twy C.

SANTA BARBARA, CA

SANTA BARBARA MUNI (SBA)

HS<sub>1</sub> HS<sub>2</sub>

Rwy 07-25, Twy C. Rwy 15L and Rwy 15R, Twy C, wide pavement.

HS 3

Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R and Rwy 15R-33L utilized for taxi.

Wrong rwy departure risk.

HS 4

Rwy 25, Twy H and Twy J.

VICTORVILLE, CA

SOUTHERN CALIFORNIA

LOGISTICS (VCV) HS<sub>1</sub>

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

Amdt 2 09071

SW-3,

23 SEP 2010 to 21 OCT 2010

34°36′N - 117°23′W

A

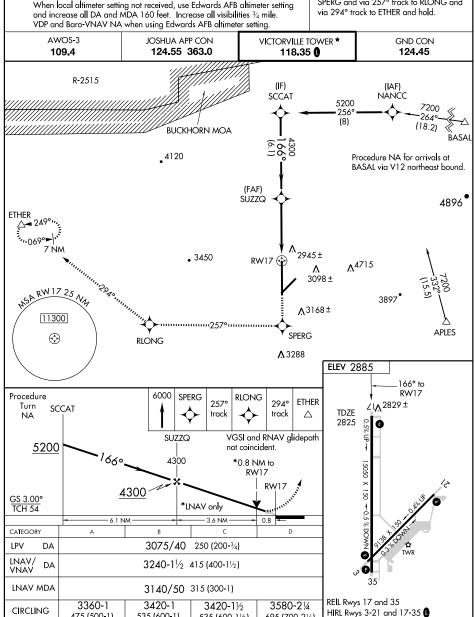
SW-3, 23 SEP 2010 to 21 OCT 2010

WAAS Rwy Idg 15050 APP CRS 2825 CH 77523 TDŹE 166° 2885 Apt Elev W17A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C V

RNAV (GPS) RWY 17 VICTORVILLE/ SOUTHERN CALIFORNIA LOGISTICS (VCV)

(-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA When local altimeter setting not received, use Edwards AFB altimeter setting and increase all DA and MDA 160 feet. Increase all visibilities 3/4 mile.

MISSED APPROACH: Climb to 6000 direct SPERG and via 257° track to RLONG and via 294° track to ETHER and hold.



VICTORVILLE, CALIFORNIA Orig 09071

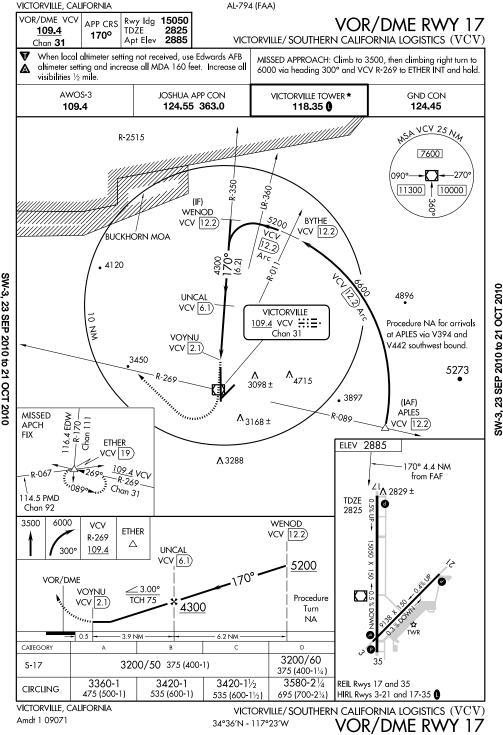
475 (500-1)

535 (600-1)

VICTORVILLE/SOUTHERN CALIFORNIA LOGISTICS (VCV) RNAV (GPS) RWY 17

695 (700-21/4)

535 (600-11/2)



198 **CALIFORNIA** 

VISALIA MUNI (VIS) 4 W UTC-8(-7DT) N36°19.12' W119°23.57'

B S4 FUEL 100LL, JET A TPA-1295(1000) Class III, ARFF Index A NOTAM FILE VIS

RWY 12-30: H6559X150 (ASPH-PFC) S-60, D-100, 2S-127, 2D-160

RWY 12: Thid dspicd 275', Fence.

RWY 30: MALSR, PAPI(P4L)—GA 3.0° TCH 52', Tree.

RIINWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA-6560 TODA-7560 ASDA-6560 LDA-5635

RWY 30: TORA-5635 TODA-6635 ASDA-5635 LDA-5635 AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z±. Sat-Sun

1700-0000Z±. Self-svc fuel 100LL avbl 24 hours. Self service fuel Jet A avbl 24 hrs. 48 hrs PPR for unscheduled air carrier ops with more than 9 passenger seats and less than 31 passenger

seats call arpt manager 559-713-4201 for ARFF svc. Rwv 30 designated calm wind rwy. No down wind turns when departing Rwv 12 until reaching traffic pattern altitude. Remaining overnight tiedown fee, ACTIVATE HIRL Rwy 12-30, MALSR Rwy 30, PAPI Rwy 30-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.925 (559) 651-2418. COMMUNICATIONS: CTAF/UNICOM 123.05

RCO 122.1R 109.4T (RANCHO MURIETA RADIO) (R) FRESNO APP/DEP CON 118 5

AIRSPACE: CLASS E svc 1400-0800Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE VIS.

(T) VOR/DME 109.4 VIS Chan 31 N36°22.04′ W119°28.93′

108° 5.2 NM to fld. 260/16E. ILS 108.5 I-VIS Chan 31 Rwy 30. Class IE. ILS unmonitored 0800-1500Z‡ weekdays, 0600-1600Z# weekends.

HELIPAD H1: H45X45 (ASPH) S-18, D-45, DT-90

HELIPORT REMARKS: H1 Helipad on parallel twy then hover taxi to adjacent concrete parking pad. 20,000 pounds maximum weight.

#### WARD FIELD (See GASOUET)

WASCO-KERN CO (L19) 2 NW UTC-8(-7DT)N35°37.18' W119°21.22' NOTAM FILE RIU

FUEL 100LL TPA-1113(800)

RWY 12-30: H3380X60 (ASPH) S-6 MIRI

RWY 12: Thid dsplcd 455', Trees.

RWY 30: Thid dspicd 240'. Road.

AIRPORT REMARKS: Attended irregularly, Fuel avbl by phone call only

661-758-3009, Rwv 12 lgtd thid relocated 455', Rwv 30 lgtd thid relocated 240' for ngt ops, 2685' of Rwy 12-30 usable at ngt.

Crop dusting ops prohibited except by arpt manager 661-393-1800. ACTIVATE MIRL Rwy 12-30-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL.

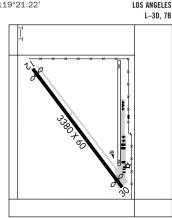
SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07'

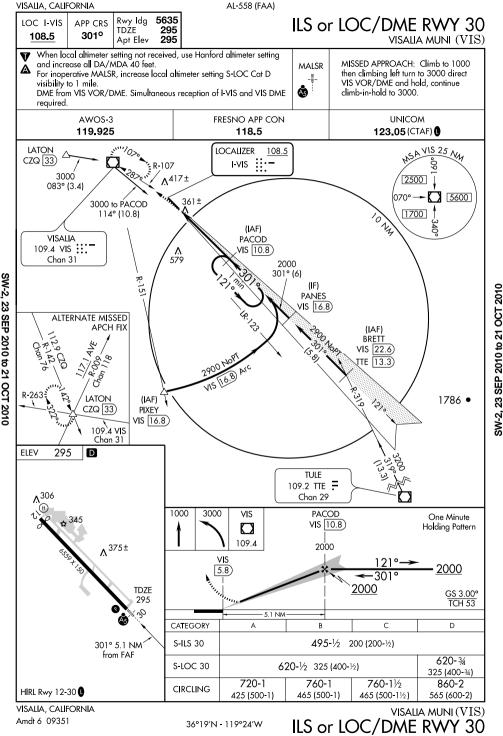
W119°05.84' 289° 14.9 NM to fld. 548/14E. HIWAS.

⊞ III-r Helipad H1: 45 X 45

SAN FRANCISCO

H-4H, L-3C, 9A





Orig 09351

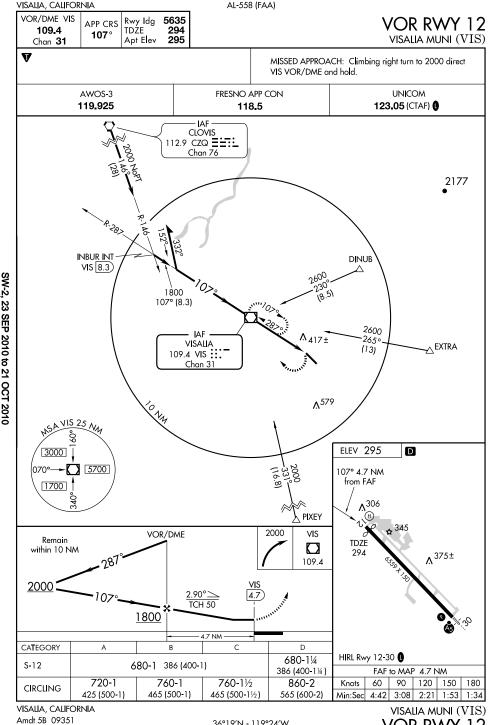
SW-2, 23 SEP 2010 to 21 OCT 2010

36°19'N-119°24'W

VISALIA, CALIFORNIA Orig 09351

SW-2, 23 SEP 2010 to 21 OCT 2010

VISALIA MUNI (VIS) RNAV (GPS) RWY 30



36°19'N - 119°24'W

VOR RW

L-3B

IAP

SAN FRANCISCO

KLAMATH FALLS L-2H

KLAMATH FALLS

KLAMATH FALLS

H-3B, L-2I

Ш

## CALIFORNIA

RWY 26: Tree.

NOTAM FILE WVI

OB

€3

MIRL

WATSONVILLE MUNI 3 NW UTC-8(-7DT) N36°56.14′ W121°47.38′ (WVI)

FUEL 100LL, JET A OX 4 TPA-1163(1000) S6 RWY 02-20: H4501X150 (ASPH) S-81, D-96, 2S-122, 2D-167 RWY 02: REIL, VASI(V2L)-GA 3.0° TCH 48', Trees.

AIRPORT REMARKS: Attended 1500-0300Z‡. Parachute Jumping. Seagulls on and invof arpt. Rwy 20 preferred calm wind rwy. Arpt

has noise abatement procedures ctc arpt manager 831-728-6064. Unlighted +69' tree, 390' right of rwy 20 thld.

RWY 08: PAPI(P2R)-GA 4.0° TCH 45'. Tree.

RWY 20: VASI(V2L)-GA 3.5° TCH 49'. Thid dspicd 590'. Tree. RWY 08-26: H3999X100 (ASPH) S-45, D-65, 2S-83 0,7% up W

+110' trees 435' left of Rwy 26 thld, ACTIVATE MIRL Rwy 02-20:

REIL Rwy 02, VASI Rwy 02 and Rwy 20-CTAF. WEATHER DATA SOURCES: ASOS 132.275 (831) 724-8794. COMMUNICATIONS: CTAF/UNICOM 122.8 (R) NORCAL APP/DEP CON 127.15 (151°-359°)

RADIO AIDS TO NAVIGATION: NOTAM FILE SNS. SALINAS (H) VORTACW 117.3 SNS Chan 120 N36°39 83' W121°36.19' 314° 18.6 NM to fld. 101/17E. PAJAR NDB (MHW) 327 PDG N36°54.81′ W121°48.48′

1.6 NM to fld. NOTAM FILE WVI. I-AYN ILS 108.3 Rwy 02. (LOC only).

WATTS-WOODLAND (See WOODLAND)

2350 TPA-3150(800) NOTAM FILE RIU

RWY 18-36: H2980X50 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 122.8

RWY 14-32: H5000X60 (ASPH-AFSC)

RWY 18: Trees.

WEAVERVILLE

WEED

WEAVERVILLE N40°43.14′ W122°58.85′

RCO 122.4 (RANCHO MURIETA RADIO)

LONNIE POOL FLD/WEAVERVILLE

S-5

(054) 1 NE UTC-8(-7DT) N40°44.84′ W122°55.34′

TPA-3938(1000)

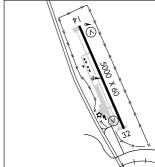
S-12

RWY 36: PAPI(P2L)-GA 3.0° TCH 40'. Thid dsplcd 90'. Road. AIRPORT REMARKS: Unattended. Arpt CLOSED nights. Arpt intermittently CLOSED winters due to snow. Call county

transportation office for info 530-623-1365. Ultralight activity on and invof arpt. Land Rwy 36 only, touch & go's prohibited. Recommend no go-arounds below 2,600' MSL. Tkf prohibited on Rwy 36 due to rwy elev

increase of approximately 100' north end of rwy. Tall trees and rising terrain north of arpt. Significant variations in wind direction and ints can occur at the apch to Rwy 36. Tkf only Rwy 18. Road 50' east of centerline at Rwy 18 thld and 60' trees in primary sfc 80' east of centerline.

4 NW UTC-8(-7DT) N41°28.85′ W122°27.27′ NOTAM FILE RIU



RWY 14: VASI(V2L)-GA 3.0° TCH 23'. Rgt tfc. RWY 32: VASI(V2L)-GA 3.0° TCH 20', Road. AIRPORT REMARKS: Attended May-Oct, Mon-Sun 1600-0100Z‡, Nov-Apr, Mon-Fri 1600-0100Z‡. Ramp twys clsd near midfield intersection and near south ramp exit. ACTIVATE MIRL Rwy

FUEL 100LL, JET A

14-32-CTAF. Ldg fee. COMMUNICATIONS: CTAF/UNICOM 122.7 ANTELOPE MOUNTAIN RCO 122.4 (RANCHO MURIETA RADIO)

WEAVERVILLE RCO 122.4 (RANCHO MURIETA RADIO)

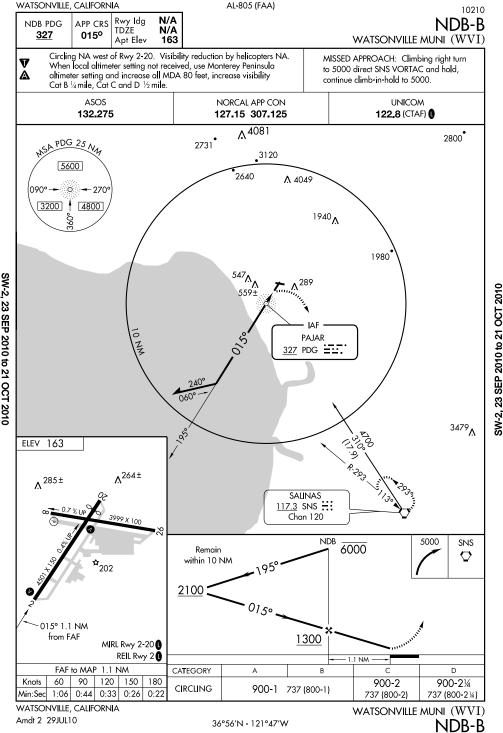
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

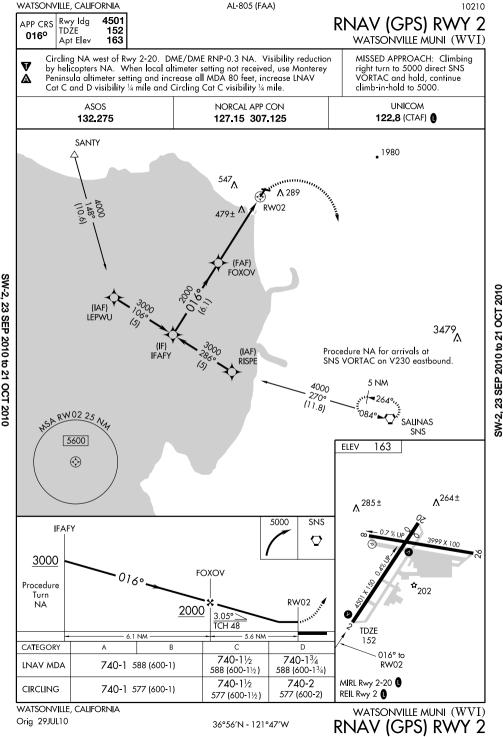
FORT JONES (L) VOR/DME 109.6 FJS Chan 33 N41°26.98' W122°48.39' 064° 16.0 NM to fld. 4900/19E.

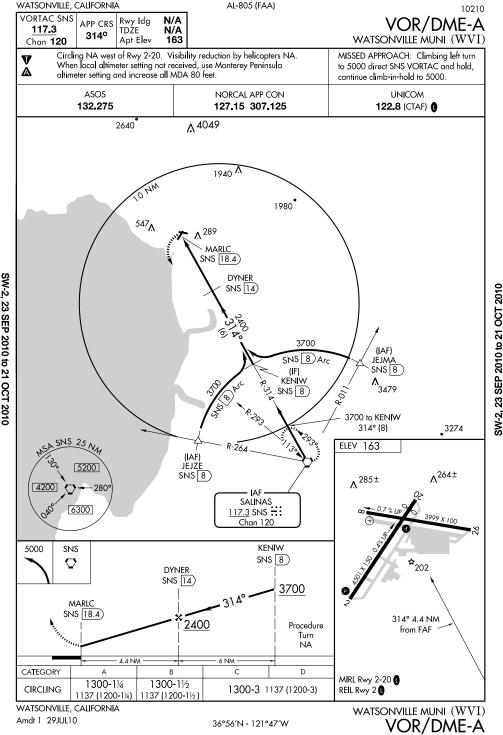
WESTOVER FIELD AMADOR CO (See JACKSON)

WATSONVILLE, CALIFORNIA AL-805 (FAA) Rwy Idg 4501 LOC RWY 2 LOC I-AYN APP CRS TDŹE 152 108.3 0160 163 WATSONVILLE MUNI (WVI) Apt Elev V Circling not authorized west of Rwy 2-20. When local altimeter setting MISSED APPROACH: Climbing right turn A not received, use Monterey altimeter setting and increase all MDA 80 to 5000 direct SNS VORTAC and hold, feet and visibility Cats C and D ¼ mile and circling Cat C ¼ mile. continue climb-in-hold to 5000. ASOS NORCAL APP CON UNICOM 132,275 127.15 307.125 122.8 (CTAF) ( Λ<sub>4049</sub> Λ<sup>1940</sup> LOCALIZER 108.3 SANTY I-AYN ≒ SNS 29.5) 1980 4000 <sup>547</sup>∧ \] []30 SNS DME at NALLS for **PAJAR** (IAF) 23 SEP 2010 to 21 OCT 2010 procedure entry only. 327 PDG 🚟 :: **NALLS INT** SNS 16.5) PDG 25 Ny RADAR 3200 4800 061 96 110.5) **ELEV** 163 10 NM SALINAS Λ<sup>264±</sup> ^ <sup>285±</sup> 117.3 SNS ∷ Chan 120 NALLS INT 5000 SNS Remain SNS 16.5 within 10 NM  $\Diamond$ RADAR <u>117.</u>3 **∆** 3635 3000 3.02° > 0160 TCH 48 **TDZE** 2200 152 016° 6.3 NM 6.3 NM from FAF MIRL Rwy 2-20 () CATEGORY D Α В REIL Rwy 2 0 680-11/2 680-134 S-2 680-1 528 (600-1) FAF to MAP 6.3 NM 528 (600-1¾) 528 (600-11/2) 60 90 120 150 Knots 180 680-11/2 720-2 CIRCLING 680-1 517 (600-1) Min:Sec 6:18 4:12 3:09 2:31 2:06 517 (600-11/2) 557 (600-2) WATSONVILLE, CALIFORNIA WATSONVILLE MUNI (WVI)

Amdt 3 09239







200 **CALIFORNIA** 

RWY 34: Trees. Rgt tfc.

#### (See LOS ANGELES) WILLIAM ROBERT JOHNSTON MUNI (See MENDOTA)

WHITEMAN

WILLIAMS N39°04.27′ W122°01.64′ NOTAM FILE RIU.

ELLS FLD-WILLITS MUNI (028)

2063 B S2

RWY 16: Trees.

1.3% up N

356° 6.7 NM to Colusa Co. 50/18E. HIWAS.

3 NW UTC-8(-7DT) N39°27.08′ W123°22.34′

1-2G IAP

IAP

SAN FRANCISCO

H-3B, L-2G, 3A

SAN FRANCISCO

AIRPORT REMARKS: Attended 1600-0100Z±, Fuel avbl 24 hrs with credit card. Deer and turkey on and invof rwv. Acft

SAN FRANCISCO L-2G RWY 34: VASI(V4L)-GA 3.0° TCH 31'.

125 X 6 Helipad H1: 60 X 60

(L) VORTACW 114.4 ILA Chan 91 WILLITS

RWY 16-34: H3000X75 (ASPH) S-30 MIRL

FUEL 100LL TPA-3063(1000) NOTAM FILE OAK

not visible from opposite end of the runway. Rotating bcn OTS. ACTIVATE MIRL Rwy 16-34—CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) NAKIAND CENTER APP/DEP CON 132 2 RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.

MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19′ W123°16.45′ 333° 24.3 NM to fld. 2980/16E. **AWIH** WILLOWS-GLENN CO (WLW) 1 W UTC-8(-7DT) N39°30.95′ W122°13.04′

RWY 16: Road. Rgt tfc.

COMMUNICATIONS: CTAF 122 9

RWY 13-31: H3788X100 (ASPH) S-12 RWY 13: Trees. Rgt tfc. RWY 31: Thid dspicd 243'. AIRPORT REMARKS: Attended 1630-0030Z‡. Phone number for attendant after hours is located at fuel station, service charge.

RWY 16-34: H4125X100 (ASPH) S-38, D-53 MIRL

141 B FUEL 100LL TPA-1141(1000) NOTAM FILE RIU

ACTIVATE MIRL Rwv 16-34 and VASI Rwv 34-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 OAKLAND CENTER APP/DEP CON 132.2 MAXWELL RCO 122.1R 110.0T (RANCHO MURIETA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. MAXWELL (L) VORTAC 110.0 MXW Chan 37 N39°19.06'

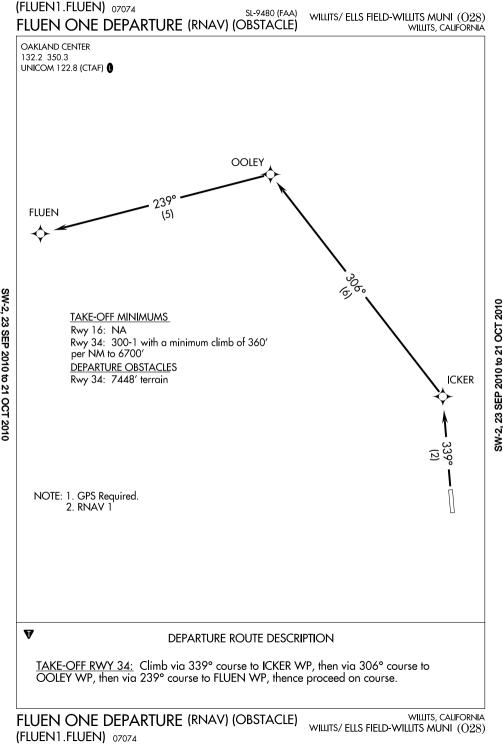
W122°13.29' 343° 11.9 NM to fld. 110/18E. HELIPAD H1: H60X60 (CONC) HELIPORT REMARKS: Helipad H1 +8' fuel tank within helipad safety area

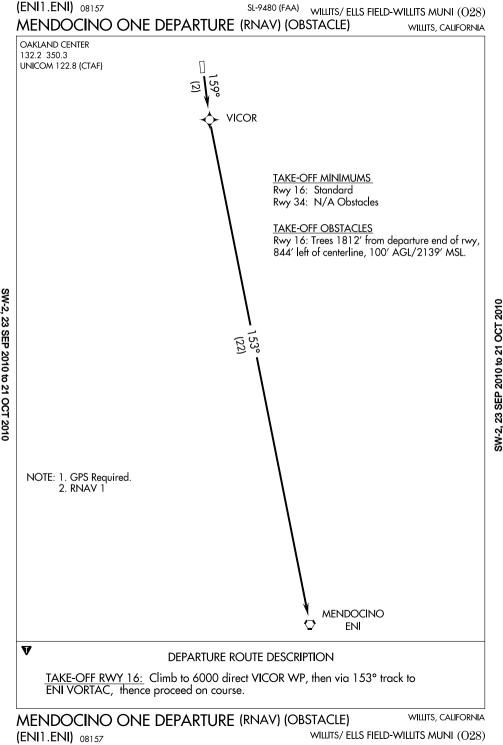
NE corner, +8' bushes 25' NE of helipad. Helipad H1 perimeter lgts.

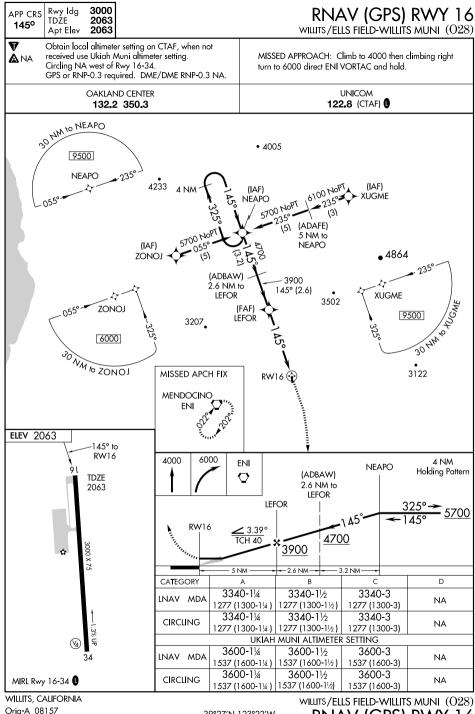
WOODLAKE (042) 2 S UTC-8(-7DT) N36°23.93' W119°06.41'

FUEL 100LL TPA-1225(800) NOTAM FILE RIU

RWY 07-25: H2203X50 (ASPH-TRTD) S-8 RWY N7: Trees RWY 25: Road. AIRPORT REMARKS: Unattended. Arpt not approved for night use. SAN FRANCISCO

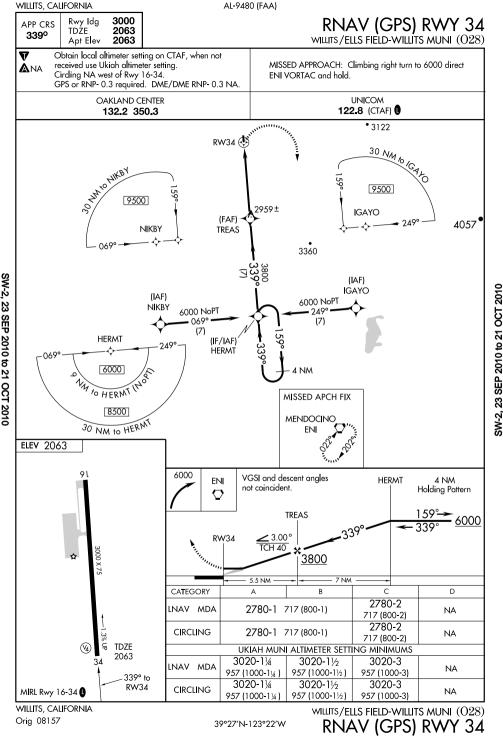






AL-9480 (FAA)

WILLITS, CALIFORNIA



200 **CALIFORNIA** 

RWY 34: Trees. Rgt tfc.

#### (See LOS ANGELES) WILLIAM ROBERT JOHNSTON MUNI (See MENDOTA)

WHITEMAN

WILLIAMS N39°04.27′ W122°01.64′ NOTAM FILE RIU.

ELLS FLD-WILLITS MUNI (028)

2063 B S2

RWY 16: Trees.

1.3% up N

356° 6.7 NM to Colusa Co. 50/18E. HIWAS.

3 NW UTC-8(-7DT) N39°27.08′ W123°22.34′

1-2G IAP

IAP

SAN FRANCISCO

H-3B, L-2G, 3A

SAN FRANCISCO

AIRPORT REMARKS: Attended 1600-0100Z±, Fuel avbl 24 hrs with credit card. Deer and turkey on and invof rwv. Acft

SAN FRANCISCO L-2G RWY 34: VASI(V4L)-GA 3.0° TCH 31'.

125 X 6 Helipad H1: 60 X 60

(L) VORTACW 114.4 ILA Chan 91 WILLITS

RWY 16-34: H3000X75 (ASPH) S-30 MIRL

FUEL 100LL TPA-3063(1000) NOTAM FILE OAK

not visible from opposite end of the runway. Rotating bcn OTS. ACTIVATE MIRL Rwy 16-34—CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) NAKIAND CENTER APP/DEP CON 132 2 RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.

MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19′ W123°16.45′ 333° 24.3 NM to fld. 2980/16E. **AWIH** WILLOWS-GLENN CO (WLW) 1 W UTC-8(-7DT) N39°30.95′ W122°13.04′

RWY 16: Road. Rgt tfc.

COMMUNICATIONS: CTAF 122 9

RWY 13-31: H3788X100 (ASPH) S-12 RWY 13: Trees. Rgt tfc. RWY 31: Thid dspicd 243'. AIRPORT REMARKS: Attended 1630-0030Z‡. Phone number for attendant after hours is located at fuel station, service charge.

RWY 16-34: H4125X100 (ASPH) S-38, D-53 MIRL

141 B FUEL 100LL TPA-1141(1000) NOTAM FILE RIU

ACTIVATE MIRL Rwv 16-34 and VASI Rwv 34-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 OAKLAND CENTER APP/DEP CON 132.2 MAXWELL RCO 122.1R 110.0T (RANCHO MURIETA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. MAXWELL (L) VORTAC 110.0 MXW Chan 37 N39°19.06'

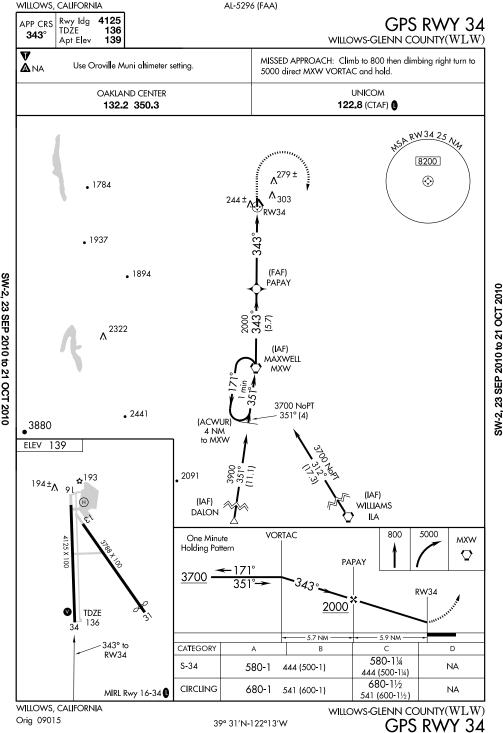
W122°13.29' 343° 11.9 NM to fld. 110/18E. HELIPAD H1: H60X60 (CONC) HELIPORT REMARKS: Helipad H1 +8' fuel tank within helipad safety area

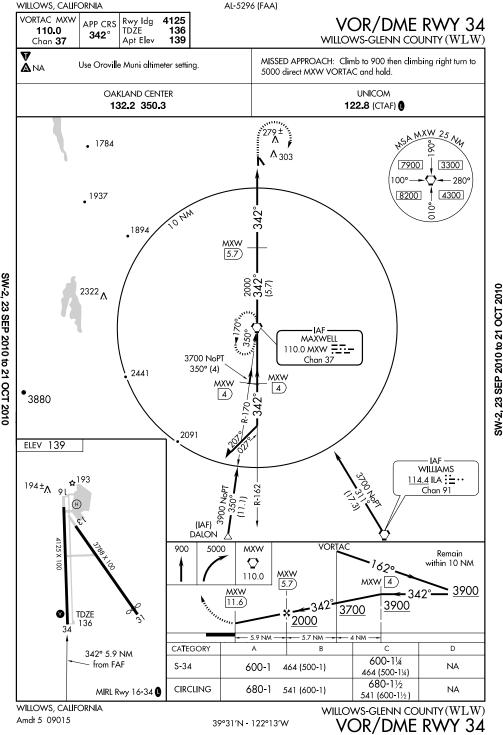
NE corner, +8' bushes 25' NE of helipad. Helipad H1 perimeter lgts.

WOODLAKE (042) 2 S UTC-8(-7DT) N36°23.93' W119°06.41'

FUEL 100LL TPA-1225(800) NOTAM FILE RIU

RWY 07-25: H2203X50 (ASPH-TRTD) S-8 RWY N7: Trees RWY 25: Road. AIRPORT REMARKS: Unattended. Arpt not approved for night use. SAN FRANCISCO





NOTAM FILE RIU

L-2G. 3A

SAN FRANCISCO

#### RWY 18-36: H3770X60 (ASPH) S-12 MIRL 0.5% up S RWY 18: Thid dsplcd 630'. Trees. RWY 36: Thid dspicd 385'. Antenna.

WOODLAND

W121°33.10′ 296° 20.4 NM to fld. 10/17E.

back taxi on rwy. TPA for turbine aircraft 1625(1500). TPA for other aircraft 1125(1000), ACTIVATE MIRL Rwv 18-36-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 TRAVIS APP/DEP CON 126 6

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

WOODSIDE N37°23.55′ W122°16.88′

DME portion unusable:

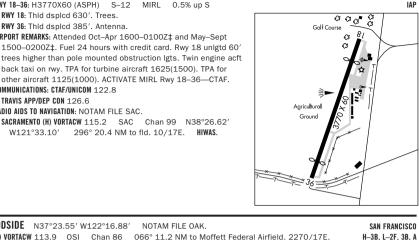
NDB (LOM) 367 MO

WATTS-WOODLAND (041) 4 W UTC-8(-7DT) N38°40.43′ W121°52.32′

125 B FUEL 100LL, JET A OX 3, 4 TPA—See Remarks

AIRPORT REMARKS: Attended Oct-Apr 1600-0100Z and May-Sept

SACRAMENTO (H) VORTACW 115.2 SAC Chan 99 N38°26.62'



190°-230° byd 20 NM blo 13,000′

230°-350° byd 20 NM

(L) VORTACW 113.9 OSI Chan 86 066° 11.2 NM to Moffett Federal Airfield, 2270/17E. VOR portion unusable: 225°-305° bvd 20 NM blo 9.000'

060°-160° byd 35 NM blo 7,000' 160°-350° blo 11.000′ WOWAR N37°34.39′ W120°51.31′

NOTAM FILE MOD. 288° 5.7 NM to Modesto City-Co-Harry Sham Fld.

NOTAM FILE OAK

YOLO CO (See DAVIS/WOODLAND/WINTERS)

YUBA CITY SUTTER CO (052) 1 S UTC-8(-7DT) N39°07.42'W121°36.32'

S4

FUEL 100LL TPA—See Remarks NOTAM FILE RIU RWY 17-35: H3045X75 (ASPH) MIRL RWY 17: TRCV(TRIL)-GA 3.0° TCH 10'. Tree, Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z‡. Fuel avbl by credit card. Agricultural acft fly NSTD tfc pattern. Turbined-powered acft or large acft shall enter the traffic pattern at 1558(1500). Other acft TPA—1058(1000). Rwy 17-35 gross weight strength estimated by owner 21,000 pounds. ACTIVATE MIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

RWY 06-24: H4363X60 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 123.0 RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU. WILLIAMS (L) VORTACW 114.4 ILA Chan 91 N39°04.27'W122°01.64' YUBA CO (See MARYSVILLE)

YUCCA VALLEY

ZAMPERINI FLD

(L22) S3 TPA-4224(1000) NOTAM FILE RAL

RWY 06: Thid dsplcd 360'. Tree. Rgt tfc.

(See TORRANCE)

3 E UTC-8(-7DT) N34°07.79' W116°24.41'

MIRL

AIRPORT REMARKS: Attended irregularly. PAEW adjacent Rwy 06-24. ACTIVATE MIRL Rwy 06-24—CTAF.

S-12.5

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10′ W117°31.80′

RWY 24: Thid dspicd 330'. Trees.

RWY 35: Tree.

062° 19.8 NM to fld. 50/18E.

062° 57.4 NM to fld. 1432/15E.

SAN FRANCISCO L-2G. 3A

SAN FRANCISCO

LOS ANGELES

L-41

